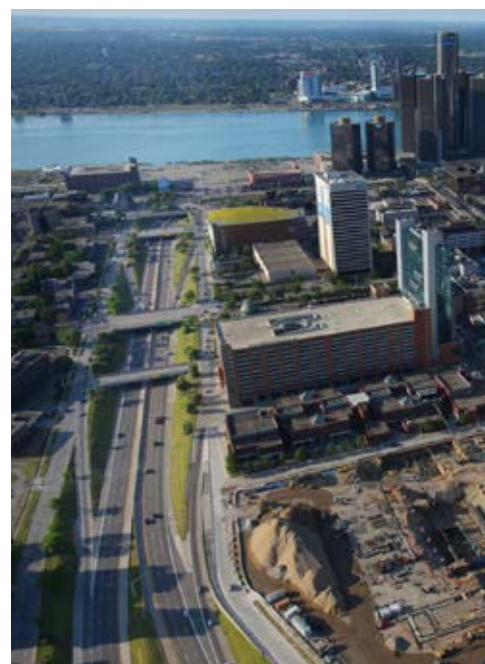


MICHIGAN DEPARTMENT OF TRANSPORTATION



2023-2027 FIVE-YEAR TRANSPORTATION PROGRAM

Final Draft Presented to the State Transportation Commission on Nov. 10, 2022



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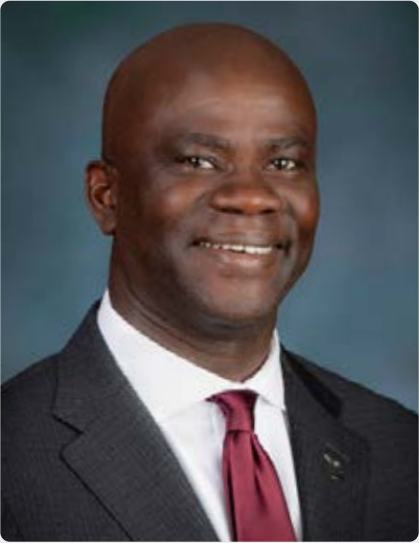
Letter from Director Paul C. Ajegba

DEAR READER:

I am pleased to present to you the 2023-2027 Five-Year Transportation Program (5YTP). This document contains a list of planned projects that will utilize all available and anticipated state and federal revenue for the next five years and represents a \$15.8 billion total of multimodal transportation investments.

MDOT updates its 5YTP annually with the intent to present the public with the opportunity to provide input on our progress toward creating and maintaining an equitable, resilient, and sustainable transportation system. These efforts have been boosted with the new surface transportation authorization, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), which will provide stable federal transportation funding through 2026.

The IIJA provides the necessary funding and programs for maintaining and improving transportation systems and is the largest long-term investment in our infrastructure and competitiveness in nearly a century. The BIL provides \$1 billion more in apportionments than the previous surface transportation authorization, and MDOT plans to use these additional dollars to implement many needed improvements across the state, including Main Street projects. Many communities in the state place a significant emphasis on their main streets as the center of commerce for the area or regional economy, and these projects will support and strengthen these areas with additional multimodal options and greater accessibility for residents, visitors, and businesses.




“While MDOT has made significant progress over the past year, the effects of the pandemic still present program challenges... As a resilient and adaptive department, we are working to mitigate these issues so projects can continue to move forward.”
~ Director Ajegba

In addition to Main Street projects, MDOT is planning for new federal discretionary funding opportunities, which have the potential to provide additional support for qualifying projects, such as I-375 in Detroit. MDOT has met with numerous stakeholders on alternatives for I-375 since 2017 in an effort to transform the facility into a multi-use corridor with a greater emphasis on local access and mobility. More detail on the project is included in this 5YTP.

While MDOT has made significant progress over the past year, the impacts of the pandemic still present challenges to program implementation, including supply chain disruptions, increased material costs, and labor shortages. These factors have been further exacerbated by increased fuel prices due to disruptions to global energy markets. As a resilient and adaptive department, we are working to mitigate these issues so projects can continue to move forward despite such pressures.

As we keep moving Michigan forward to a better transportation future, it is vital that we continue to hear from you. Comment opportunities are posted regularly on www.Michigan.gov/MDOT along with regular updates about all our programs and activities.

We at MDOT appreciate your interest and participation in the transportation planning process.

Sincerely,

Paul C. Ajegba, P.E.
Director

MDOT Five-Year Transportation Program FY 2023-2027

Introduction

The Michigan Department of Transportation (MDOT) Five-Year Transportation Program (5YTP) is a state-required document that presents a high-level overview of planned investments in transportation programs and projects over a five-year period. Produced annually, each 5YTP overlaps across a four-year interval, while adding a fifth year of projects. This document provides information on revenues, investments, performance measures, and projects for the five-year period spanning 2023-2027.

The 5YTP covers all components of the transportation network for which MDOT is responsible, including highways, bridges, bus, rail, aviation, marine, and active transportation. The 5YTP plays an important role in the statewide planning process, informing the federally required State Transportation Improvement Program (STIP) and providing a foundation for short-range planning and program development. The investment strategies, goals, and projects highlighted in these pages are established in consistency with State Long-Range Transportation Plan (SLRTP) and State Transportation Commission (STC) goals and priorities, ensuring a comprehensive approach to decision-making that prioritizes preservation of the transportation network and a safe and connected system for Michigan’s citizens.

MDOT’s mission of “providing the highest quality integrated transportation services for economic benefit and improved quality of life” can only be accomplished when key stakeholders are identified and brought into the planning process. The 5YTP provides this opportunity each year, with a 30-day comment period typically during the summer season.

Feedback received is recorded, responded to, and summarized in the final document, delivered to the Michigan Legislature before March 1 each year.



Figure 1: Five-Year Transportation Program Process Summary

5YTP MAIN OBJECTIVES:

1

Provide strategic direction and proactive monitoring of progress toward achieving established asset management goals for the trunkline system, accounting for changing needs and constraints.

2

Review state and federal revenues available to support the trunkline program, as well as the aeronautics, passenger transportation, and rail programs.

3

Provide meaningful input opportunities to the public and other stakeholders on planned investments over the next five years.

4

Serve as a key internal and external resource supporting successful program delivery.

Five-Year Transportation Program Process

The development of the 5YTP is a rolling, year-long, multi-stage process that connects the goals, objectives, policies, and programs of statewide planning with input from the public and sets the stage for successful program delivery and evaluation. Each year, the first year of projects is implemented, a new year is added, and program and project adjustments are made to the other years, as required. The steps in this process are shown in Figure 1 below. More information can be found on the MDOT 5YTP webpage at www.Michigan.gov/MDOT5YearProgram.

Project Highlight Focus Areas for 2023-2027

The following sections highlight projects that are contributing to MDOT’s focus on equity and inclusion, transportation resiliency, and better pedestrian and bicycle accommodations in conjunction with the MDOT Complete Streets program. These focus areas, while having their own goals and objectives outlined below, are not mutually exclusive. Where each project and type of work involves one or more of these elements, a corresponding icon is included, as shown below.

Equity and Inclusion



MDOT has been and continues to be committed to a just and equitable process of project development and selection that balances safety, performance, and environmental concerns with community values and needs. As a recipient of federal transportation funding, MDOT is required to incorporate the following into all planning and decision-making processes:

- Avoiding or minimizing disproportionately adverse human health and environmental effects, including social and economic, on minority and low-income populations.
- Ensuring the full and fair participation by all potentially affected communities.
- Preventing the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

More information on MDOT’s commitment to nondiscrimination, equity, and inclusion can be found at Michigan.gov/MDOT/TitleVI under “Reference Documents.”

Transportation Resilience



MDOT is preparing for altered climate conditions by developing projects to be able to adapt, respond to, and recover quickly from all hazards. In addition to physical infrastructure, this includes threats to information technology systems such as cyberattacks.

To minimize threats to public safety, MDOT transportation operations centers monitor the statewide transportation system seven days a week, providing real-time travel information to the public and emergency responders on crashes and closures, including those resulting from weather events. Combined with preparation through planning, MDOT is working to ensure a level of transportation resilience that reduces vulnerability and increases reliable mobility following a shock or stressor to the system.

More information on MDOT’s efforts to mitigate risks associated with climate and other environmental impacts can be found in its Transportation Asset Management Plan located at <https://www.Michigan.gov/MDOT/Programs/Planning/Asset-Mgt>.

Complete Streets/ Multimodal



MDOT takes a multimodal approach to projects and is committed to improving safety, mobility, and accessibility through programs such as Main Streets and Complete Streets.

Complete Streets considers appropriate access for all legal roadway users in the various phases of a project. Main Streets applies Complete Streets-oriented design and Context Sensitive Solutions to non-freeway arterial roads on an MDOT business loop (BL), business route (BR), M-route, or US-route.

While context and need varies across rural, suburban, and urban settings, potential elements that contribute to Complete Streets and multimodal mobility solutions include but are not limited to:

- Right-sizing/lane reductions,
- Bicycle lanes,
- Boulevards, and
- Transit lanes.

More information on MDOT’s efforts to support safe travel for all users can be found at <https://www.Michigan.gov/MDOT/Travel/Safety/Road-Users>.

Mobility Project Highlights

This section highlights public transportation, rail, and aviation projects that are contributing to MDOT’s focus on equity and inclusion, transportation resiliency, and Complete Streets and multimodal accommodations during the 2023-2027 time frame. More info on these projects can be found in the links provided below.

Public Transportation: New Center Intermodal Facility

Work Activity: 2024-2025
Location: City of Detroit
Type of Work:
Passenger Transportation

- New facility replacing the existing Amtrak station on Baltimore Street, and a new intercity bus station on Howard Street.
- Upgraded train platform with improved safety and faster onboarding/offboarding.
- Enhanced multimodal connectivity, including ride-hailing and bike-sharing, walkable and accessible transit-oriented development and electric vehicle charging.
- Contextual driven design incorporating local neighborhoods of influence, automotive history, music and art culture, technology, and historic architecture.



New Center Intermodal Facility conceptual site plan

More information on the New Center Intermodal Facility project can be found on the [MDOT Studies](#) webpage.

Mobility Project Highlights

MDOT, along with a consortium of Midwest states, is replacing aging equipment used by Amtrak in the Midwest. Thirty-three locomotives are already in service, with a planned fleet of 88 rail cars in service in 2022. The equipment is branded "Amtrak Midwest" and is jointly owned by Michigan, Illinois, Wisconsin, and Missouri, and is 100 percent Buy American-compliant.



Amtrak Midwest railcars

Rail: Midwest States Passenger Rail Cars

Work Activity: 2022
Location: Statewide
Type of Work:



- Passenger Rail**
- Consortium replacing aging equipment used by Amtrak in the Midwest.
 - Increased comfort, safety, and accessibility features.
 - Americans with Disabilities Act (ADA) enhancements, including wide aisles, wheelchair storage, and onboard wheelchair lifts.
 - Air spring technology for safety against derailment, weatherproof gangways, and roof mounted (HVAC) systems with next generation air distribution.

More information on the Rail Program can be found at the [MDOT Rail Program](#) webpage.

Aeronautics: Coleman A. Young Municipal Airport

Work Activity: 2022
Location: City of Detroit
Type of Work:
Airport Layout Plan (ALP)



- Conversion of the curb-facing portion of the airport along Conner Street to a pedestrian corridor that would be an extension of the Joe Louis Greenway.
- Returning the Davis Aerospace High School to the airport with more opportunities to low-income and minority students.

The Coleman A. Young Municipal Airport is the corporate aviation gateway to the city of Detroit and generates more than \$60 million annually in economic impact. However, since commercial activity ceased in the early 2000s, the airport has had challenges with funding projects and maintaining facilities. In 2019, an update to the ALP began that will provide proposed facility, safety and operational improvements over the next 20 years.



Coleman A. Young Municipal Airport in Detroit

More information on the Aeronautics Program can be found at the [MDOT Aeronautics Program](#) webpage.

Passenger Transportation Innovations

Mobility innovations and new technology can be used to achieve greater levels of environmental justice (EJ), equity, and accessibility. This section highlights passenger transportation innovation projects occurring during the FY 2023-2027 time frame.

Automated Bus Consortium

MDOT partnered with the Michigan Economic Development Corp. (MEDC), PlanetM, Capital Area Transportation Authority (CATA), and the Huron Transit Corporation/Huron County to join 10 other agencies from around the country to form the Automated Bus Consortium (ABC), a collaboration led by consulting firm AECOM.

ABC members developed and issued a Request for Proposals (RFP) in early 2022 for 40-foot full-speed accessible electric automated buses that will be deployed in various environments around the country. By joining the consortium, the cost of developing, implementing, and evaluating the demonstrations are shared and reduced for each agency. The plan is to begin purchasing the automated buses and deploy them as early as 2024.



Automated Bus Consortium renderings and vehicle examples

Electric Buses and Infrastructure

MDOT is working on the nation's first extended purchase contract for small electric buses. The Federal Transit Administration (FTA) Low and No-Emission Bus Program grant provided funding for buses and charging infrastructure to six transit agencies across the state, including Macatawa Area Express, Benzie Transportation Authority, Delta Area Transit Authority, Clare County Transportation Corp., Capital Area Transportation Authority (CATA), and Huron Transportation Corp.



Rural Technology Assessment

OPT has contracted with the consultant HNTB to assess rural transit agencies statewide to determine their use of and readiness to adopt new technologies. This project will result in a statewide rural transit technology strategic plan to define goals and objectives, identify trends, and help guide technology investments.



Interactive information MDOT deployment of emerging technologies can be explored on the [Innovations interactive map](#).

Road and Bridge Project Highlights

Rebuilding Michigan Program

Gov. Gretchen Whitmer's Rebuilding Michigan Program (RBMP) is focused on rebuilding state highways and bridges that are critical to the state's economy and carry the most traffic. The program, unanimously approved by the STC in January 2020, allows MDOT to sell a total of \$3.5 billion in bonds to finance new and modified road building projects across the state between 2020 and 2024, while accelerating many others. This financing is aimed at advancing fixes that result in longer road life and improve the condition of the state's infrastructure to achieve the trunkline pavement performance goal of 90 percent in "good or fair" condition.

During the development of this document, work had started on 25 road and 11 bridge RBMP-financed projects, and eight out of 12 projects scheduled to begin in Fiscal Year (FY) 2022 went to letting. In FY 2021, 16 projects went to letting, including I-69 from Fenton Road to M-54, I-275 from Northline Road to M-153, and I-496/US-127 from I-96 to Trowbridge Road in Lansing and East Lansing.

MDOT will begin the rebuilding of the I-496/US-127 corridor from I-96 to Trowbridge Road in Lansing and East Lansing in 2023. During the scoping process, MDOT identified condition, geometric, congestion, and safety deficiencies and established project goals and a multi-agency stakeholder group to develop a framework for meaningful public engagement as well as outreach and participation strategies necessary to build support.

The proposed scope of work includes roadway rebuilding, bridge widening and rebuilding, geometric improvements, ramp rebuilding, lighting, and other corridor improvements. The RBMP investment is estimated to be approximately \$150 million in total project costs.

A full list of RBMP-financed projects, up-to-date information including economic impacts, and an interactive map can be found at <https://www.Michigan.gov/MDOT/Projects-Studies/Rebuilding-Michigan-Projects>. Other projects that include RBMP financing are shown with the above RBMP logo.

Projects Planned	45
Jobs Supported	45,147*
*of total \$3.5 billion investment	



RBMP: I-496/US-127 Rebuilding

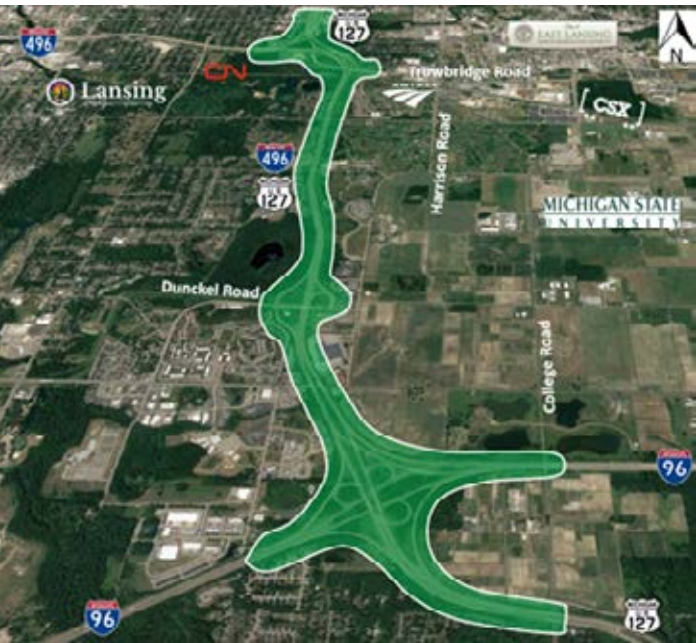
Work Activity: 2023-2024

Location: Cities of Lansing and East Lansing in Ingham County

Type of Work:

Road Improvements and Rebuilding

- Adding a third operational lane on mainline westbound I-496/northbound US-127.
- Dedicating two lanes for traffic movements from westbound I-496/northbound US-127 to both northbound US-127 and westbound I-496, and movements from eastbound I-496 southbound US-127 to both southbound US-127 and eastbound I-96.
- Extending acceleration and deceleration lanes to and from the Dunckel Road interchange.
- Improving the geometry of the I-496/US-127 interchange.



Map showing footprint of I-496/US-127 corridor in Ingham County

Road and Bridge Project Highlights

This section highlights select region highway, major highway, and operations projects that are contributing to MDOT's focus on equity and inclusion, transportation resiliency, and Complete Streets and multimodal accommodations during the 2023-2027 time frame. More info on these projects can be found in the links provided below.

Bay Region: I-475 Rebuilding

Work Activity: 2024-2027

Location: City of Flint

Type of Work:

Planning and Environmental Linkages (PEL) Study

- Investigating opportunities and impacts of proposed design changes.
- Working with stakeholders to ensure alternatives for the corridor reflect the needs and goals of the greater Flint community.

Road Improvements and Rebuilding

- Rebuild 8 miles between Bristol and Carpenter Road, including extensive bridge repairs at the I-475/I-69 interchange.
- Potential lane size reduction.
- Better multimodal connectivity with nonmotorized paths, sidewalks, and greenspace.



*I-475 between Central Park Neighborhood
and downtown Flint*



I-475 PEL Meeting

More information on the I-475 project is available at bit.ly/I-475PEL.

Grand Region: US-131 Rebuild from Allegan/Kent County Line to 76th Street

Work Activity: 2024-2025

Location: Byron Township

Type of Work:

Road Improvements and Rebuilding

- Improve operations and safety in this growing area with weave-merge lanes between the 84th Street and 76th Street interchanges.
- Building of a concrete median barrier, saving on maintenance needs and costs.
- Culvert replacement and improvements to minimize stream disruption.
- Stormwater management improvements promoting longer pavement life and more reliable driving surfaces.



US-131 in Kent County

More information on the US-131 project is available on the [MDOT Rebuilding Michigan](#) webpage.

Road and Bridge Project Highlights

Metro Region: I-375 Rebuilding

Expected Work Activity: 2027-2029

Location: City of Detroit

Type of Work:

Road Improvements and Rebuilding

- Rebuilding and realigning I-375 from I-75 to Atwater Street as a new at-grade boulevard.
- Robust engagement with communities and other stakeholders, including residents and business owners of the former Black Bottom and Paradise Valley neighborhoods originally in the footprint where I-375 was built.
- Development of a Community Enhancements plan, land use framework plan, an aesthetic guide with the Local Advisory Committee, and use of excess property to help the community.
- A reduction in travel speeds to 35 mph along the boulevard from the existing freeway speeds of 55 mph, calming traffic and reducing the severity of potential crashes.
- Several new roadway connections at Clinton Street and Montcalm Street, and a new local connector near Eastern Market to improve vehicular and nonmotorized access between neighborhoods and districts, including the event area, Brush Park, Eastern Market, and the Central Business District.
- Elimination of several dangerous geometric deficient curves and weaving maneuvers.
- Robust nonmotorized facilities, including a two-way cycle track, enhanced crosswalks with countdown signals, pedestrian refuge islands at signalized intersections, and wider sidewalks.



Map of I-375 Preferred Alternative



I-375 Boulevard Concept Artist's Rendering



I-375 in Detroit

More information on the I-375 project, including the Finding of No Significant Impact (FONSI) and upcoming meetings are available at www.Michigan.gov/I375Study.

Road and Bridge Project Highlights

North Region: I-75 BL

Work Activity: 2024

Location: City of Gaylord

Type of Work:

Road Improvements and Rebuilding

- Road diet from McCoy Road to Grandview Boulevard, reducing the lanes from five to three.
- Separated nonmotorized paths and sidewalks south of McCoy Road.
- Two-lane roundabout at McCoy Road to reduce delays and improve safety.
- Nonmotorized path on both sides of the I-75 BL that connects to the Iron Belle Trail.



I-75 BL in Gaylord

Work, closure and detour information for the I-75 BL project is available on the [MDOT Mi Drive](#) page.

Road and Bridge Project Highlights

Superior Region: I-75 Bridge over Cheeseman Road

Work Activity: 2025

Location: Moran Township

Type of Work:

Bridge Improvements

- Replace aging I-75 infrastructure.
- Rebuild two new 75-foot single-span bridges, reducing need for reinforcement and supports that are prone to oxidation and corrosion.
- Widening shoulder widths to modern standards.
- Realignment of off-road vehicle trail.



Existing southbound I-75 structure

More information on the I-75 bridge project is available on the [MDOT SYTP](#) webpage.

Southwest Region: I-94 at M-40 from CR 665 to Michigan Avenue

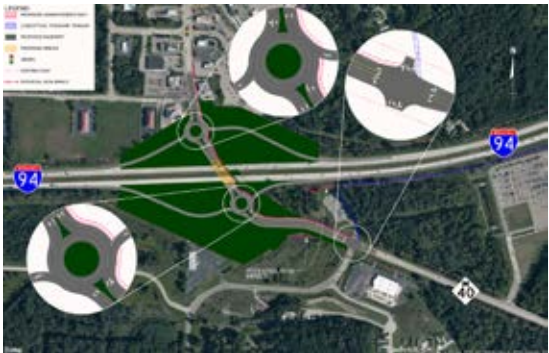
Work Activity: 2025

Location: Village of Paw Paw, Van Buren County

Type of Work:

Road Improvements and Rebuilding

- Rebuild the I-94/M-40 interchange and the M-40 bridge over I-94, updating the design to feature dual roundabouts to replace the current ramp intersections.
- Input from local advisory committee meetings and other strategies to develop the design.
- A new, separated nonmotorized path to connect downtown with affordable housing communities south of the interchange.



I-94/M-40 Interchange with dual roundabouts (shaded)

More information on the I-94 at M-40 project is available on the [MDOT I-94/M-40 Project](#) webpage.

University Region: I-94 BL

Work Activity: 2022, 2023, 2027

Location: City of Jackson, Blackman and Leoni Townships

Type of Work:

Road Improvements and Rebuilding

- Rebuild the concrete and asphalt overlayed pavement from Dwight Street to Bender Street.
- Focused outreach to EJ areas to identify multimodal features and improvements that are feasible and beneficial to impacted communities.
- Accessible sidewalks, curb ramps signals, and aesthetic and safety improvements.
- Modernized storm water system.



I-94 BL (Michigan Avenue) looking east toward downtown Jackson (courtesy City of Jackson)

More information on the I-94 BL Project is available on the [MDOT Rebuilding Michigan](#) webpage.

Road and Bridge Project Highlights

Major Highway: I-94 Modernization

Work Activity: : 2012-2023

Location: City of Detroit

Type of Work:

Interstate Modernization

- Rebuilding 7 miles of I-94 from east of the I-96/I-94 interchange to east of Conner Avenue.
- More than 67 bridges and two major interchanges at M-10 (Lodge Freeway) and I-75 (Chrysler Freeway).
- Widening shoulders and adding one lane in each direction to relieve congestion.
- A new drainage system.
- Improvements to increase safety and provide greater motorized and active transportation choices.



The I-94 Modernization project includes a focus on EJ and reconnecting communities along and across the I-94 corridor. Through robust engagement with stakeholders, the I-94 Supplement Environmental Impact Statement (SEIS) developed solutions that minimize adverse impacts on affected neighborhoods and improve mobility for all users.



I-94 public meeting in Detroit



Construction of Second Avenue bridge over I-94 as of July 2022

More information on the I-94 project, including updates, photos, and public meetings, can be found at [I94Detroit.org](https://www.94detroit.org).

Road and Bridge Project Highlights

Major Highway: Gordie Howe International Bridge (GHIB)

Work Activity: 2018-2024

Location: City of Detroit

Type of Work:

New Roads:

- New bridge structure, including a dedicated multi-use path for pedestrians and cyclists.
- State of the art inspection plazas and energy efficiency upgrades.
- New pedestrian crossing bridges.
- New rail connections.
- Direct connections to highways in each country (I-75 and Highway 401).
- Project Benefits Plan providing positive outcomes for the Detroit-Windsor region.
- POE facilities designed to meet Leadership in Energy and Environmental Design (LEED) v4 Silver rating.
- Multimodal improvements to enhance Detroit's role as a gateway to the U.S.



The Gordie Howe International Bridge (GHIB) project is a new freeway-to-freeway border crossing between Detroit, Michigan, and Windsor, Ontario, that will improve the flow of international trade between the United States and Canada. The GHIB will be publicly owned by the State of Michigan and Canada, with the Windsor-Detroit Bridge Authority (WDBA) overseeing the work, payments, and tolls. The GHIB is fully funded by Canada and is expected to be completed in 2024.

Energy efficiency, longevity, and minimal environmental impact are important parts of the GHIB. The Canadian and U.S. Port of Entry (POE) facilities are designed to meet the Leadership in Energy and Environmental Design (LEED) v4 Silver rating. The bridge and Michigan interchange are designed to meet the Envision Silver rating, and include multimodal improvements to enhance Detroit's role as a gateway to the U.S.



GHIB U.S. bridge site progress as of October 12, 2022.

More information on the GHIB project can be found on the [MDOT webpage](https://www.mdot.michigan.gov/ghib) for the project.

Road and Bridge Project Highlights

Major Highway: Blue Water Bridge Plaza

Work Activity: 2023-2025

Location: City of Port Huron

Type of Work:

Capacity Improvement

- An additional primary inspection area, secondary commercial inspection area, and expanding from 13 to 16 booths.
- Inspection lane improvements to eliminate weaving additional booths to reduce wait times, and onsite examination facility to decrease hazardous good moving though local streets.
- Relocation of off-plaza duty-free facility.
- Building a new secondary passenger vehicle inspection canopy.
- Providing three outbound lanes and median turnarounds west of the plaza.



The Blue Water Bridge (BWB) spans the St. Clair River and carries international traffic between Port Huron, Michigan, and Point Edward and Sarnia, Ontario. Located near the I-94/I-69 interchange, the bridge is a critical gateway with Canada.

The project is anticipated to improve air quality with more inspection booths and secondary inspection areas, reducing the number of waiting trucks. The onsite examination facility will reduce the risk of undetected hazardous goods moving through local streets. Additionally, local city streets and entrances will be improved to allow clear egress to the plaza, and a new duty-free store will be built and located in the outbound direction, accessible without using local roads.



Aerial view of Blue Water Bridge and Plaza

More information on the Blue Water Bridge can be found on the [MDOT webpage](#) for the project.

Road and Bridge Project Highlights

Highway Operations: US-23 Flex Route Extension

Work Activity: 2023

Location: City of Brighton

Type of Work:

Road Improvements and Rebuilding

- Flex Route extension to I-96.
- Roundabouts at M-36 and Silver Lake Road interchanges.
- Bridge replacement and widening.
- Nonmotorized accommodations to improve safety and regional trail connections.



MDOT flex routes are an innovative solution to the problems of peak-hour directional traffic, incident management, corridor operations, and safety. Through use of a lane control gantry system that uses overhead signs, cameras, and electronic message boards to let drivers know when an additional lane is available for use, recurrent and non-recurrent congestion can be managed without widening the road to add capacity.

In 2017, MDOT completed its first Flex Route at US-23 between M-14 and M-36 (9 Mile Road) in Washtenaw County. The US-23 Flex Route is 9 miles long and addresses congestion management and safety by using the median shoulder to manage traffic during incidents. Along with the Flex Route system, other safety innovations and multimodal opportunities were incorporated into the project, including truck parking intelligent transportation systems (ITS), seven emergency pull-off sites, and a park and ride facility enabled with ITS for future transit service.

With RBMP financing in 2023, MDOT will begin building the US-23 Flex Route extension project from M-36 to the I-96/US-23 interchange. The project focuses on traffic safety, operations, infrastructure condition, incident management, and directional peak period congestion along the corridor. Using state-of-the-art traffic control measures and upgraded infrastructure, the project will build on the success of the first phase of the project to ensure that the entire corridor from M-14 to I-96 meets current and future highway traffic and operational needs.

As part of the US-23 Flex Route extension project, MDOT will reconfigure the US-23/Silver Lake Road and US-23/M-36 (9 Mile Road) interchanges to include a series of roundabouts at several intersections and at the ramp terminals. In coordination with Green Oak Township and local stakeholders, MDOT will also include active transportation improvements through the limits of the US-23 interchanges with Silver Lake Road and M-36 (9 Mile Road) to improve safety and regional trail connections.



US-23 Flex Route in Washtenaw County

For more information about Flex Routes visit the [MDOT Flex Routes](#) webpage.

Revenue Assumptions

This section provides information on MDOT’s revenue estimates and projections for the multimodal Highway Program as well as the Rail, Intercity Bus, Public Transit, and Marine Passenger Transportation programs.

Highway Program Revenue Assumptions

MDOT’s FY 2023-2027 Highway Program is supported by a combination of state and federal funding sources. Roughly half of revenue comes from federal programs authorized under the new surface transportation authorization. The other half is comprised of state road-user fees and motor vehicles taxes, non-user fees such as the income tax redirect and excise tax on recreational marijuana distributed to the State Trunkline Fund (STF), and financing provided through bonding.

Federal Funding

The total federal highway program revenue expected for FY 2023-2027 is \$5.6 billion. FY 2022 is the first year of the new IIJA surface transportation authorization bill. Authorized in November 2021, the IIJA provides stable federal funding with a 2 percent annual growth rate through FY 2026 and formula-based trunkline revenue increases from FY 2022 to 2026 of \$1.24 billion more than the previous authorization. However, a long-term sustainable solution to the Highway Trust Fund (HTF) solvency problem is still needed.

The HTF finances nearly half of the costs for highways and mass transit, and is funded by transportation-related excise taxes, primarily from gasoline and diesel fuel. The IIJA provided \$118 billion to enable the fund to meet its financial obligations through 2026. A longer-term solution will require an increase of fuel taxes at levels equal or greater than annual program increases, which are indexed to inflation. If the HTF were exhausted, the federal government would not be able to make timely payments to states, creating challenges in planning and implementing transportation projects.

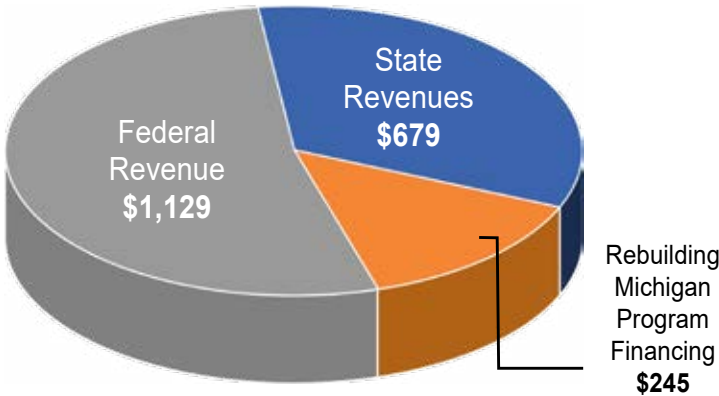
State Funding

Nearly \$3.4 billion in total state revenue is available for MDOT’s FY 2023-2027 Highway Program, at an average of \$679 million per year. During this period, RBMP bonds will add \$1.2 billion in road financing to projects expected to be delivered between FY 2023 and 2025, out of the total \$3.5 billion for FY 2020-2025. Revenue for the \$222.2 million Blue Water Bridge (BWB) Plaza project will come from a federal grant, BWB toll revenues, and future BWB bonding. Other factors affecting state funding include fuel tax rates tied to inflation to help remedy the decline of its purchasing power and \$234.6 million in annual income tax redirection with an average of \$26.1 million in excise tax on recreational marijuana appropriated annually to the STF.

Rail, Intercity Bus, Public Transit, and Marine Revenue Assumptions

The MDOT [Public Transportation Program](#), which includes bus, marine, and rail programs, is primarily supported by annual appropriations from the state Comprehensive Transportation Fund (CTF) and the FTA. Revenue from the CTF and the FTA are expected to have a small growth rate during this five-year period. However, the CTF funds for programs will be kept at the estimated FY 2024 level due to the possibility of selling CTF bonds being considered. Should there be a new CTF bond issue, any potential CTF revenue growth will likely be needed for debt service payments.

Figure 2: 2023-2027 Highway Program Estimated Average Annual Revenue of \$2 Billion, Including Routine Maintenance (in millions)



Revenue Assumptions

Federal Funding

The Public Transportation Program's revenue assumptions include approximately \$183 million annually in potential federal grants to MDOT. These funds are administered by MDOT and do not include federal funds that are received directly by transit agencies, railroads, or other transportation providers. This significant increase from prior years is due to the IIJA. Funds from the FTA are estimated to increase by 2 percent annually.

State Funding

The CTF is a state-restricted fund dedicated to public transportation purposes coming primarily from state fuel taxes, motor-vehicle registration fees, and sales tax on automotive-related items. The CTF is subject to an annual appropriations process and the FY 2023 amount for programs is estimated at approximately 16.5 percent more than FY 2022. This increase is due to a projected increase in new revenue plus a significant one-time fund balance at year end FY 2022. The FY 2024 estimate is 10 percent more than FY 2022, and program estimates for FY 2025-2027 will be kept at the FY 2024 level.

In addition to the normal CTF appropriations, two earmarks equaling \$1.2 million from unappropriated FY 2022 CTF were added to FY 2023, with \$700,000 for a basic marine dock project in Escanaba and \$550,000 for freight rail improvements in Chippewa County.

Local Funding

Local and private funds are not shown in the FY 2023 budget as estimated revenue in this program due to very little local or private funds have been used for this purpose historically.

Aeronautics Program Revenue Assumptions

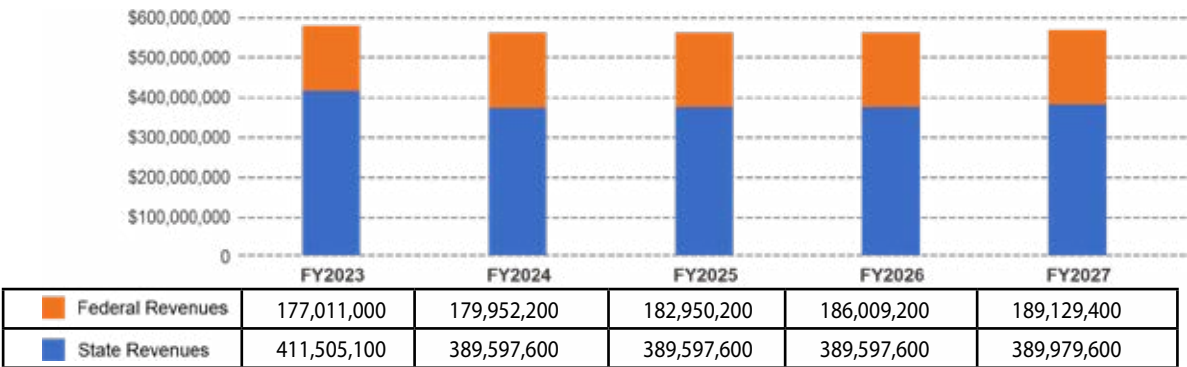
Federal Funding

The MDOT Aeronautics Program revenue assumptions include an extension of the Federal Aviation Administration (FAA) and aviation programs through FY 2023 with the FAA Reauthorization Act of 2018. This includes the Airport Improvement Program (AIP), with \$3.18 billion annually in entitlement and discretionary grant funds to more than 3,300 eligible airports nationwide. Of Michigan’s 226 public use airports, 95 are eligible for federal funding and current funding levels were estimated based on previous years' levels. At this time, FY 2024-2026 federal funding levels are uncertain and are estimated to increase or remain at current levels. The COVID-19 pandemic has caused a decrease in enplanement revenue and aviation fuel consumption. The CARES Act provided the state and local match for the 2020 AIP Grants and the ARPA will provide the match for the 2021 AIP Grants. This will help offset the loss of revenue due to the pandemic.

State Funding

The State Aeronautics Fund (SAF) revenue comes from sales tax and excise tax on aviation fuel and the Airport Parking Tax (APT). Revenue from the APT supports debt service for bonds issued and disbursed in the early 2000s, to be repaid through 2032. As the bond debt is paid, revenue received from the APT can be dedicated to the capital outlay budget.

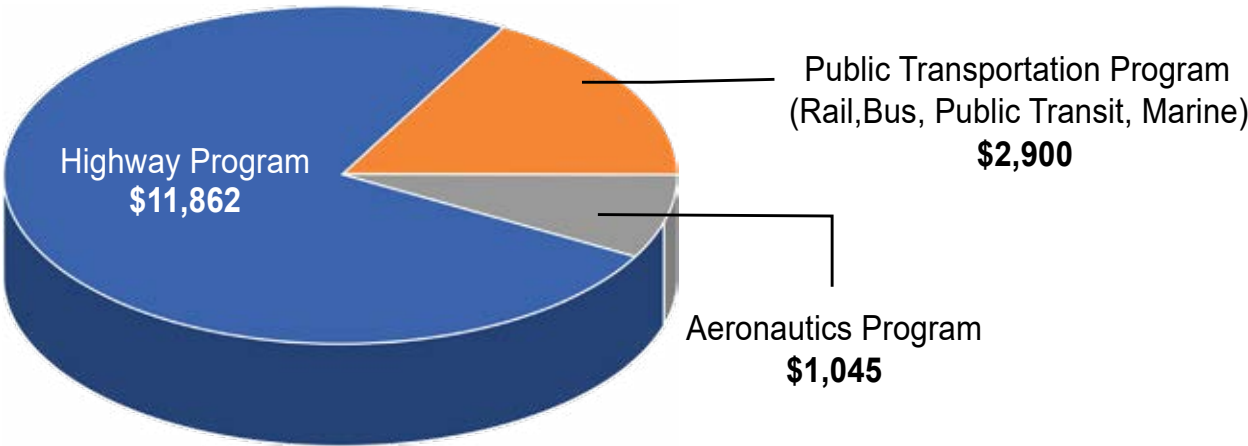
Figure 3: FY 2023-2027 MDOT Public Transportation Program Revenue Estimates \$2.8 Billion Total (in millions)



Investment Strategies

The 5YTP presents MDOT’s planned investments in all modes across the trunkline system over the five-year period spanning from 2023 to 2027 of approximately \$15.8 billion. A total of 11.8 billion will be invested in the Highway Program, with a continued focus on preservation, repair, and maintaining operations. Over these five years, an estimated \$1 billion will be invested in the Aeronautics Program and \$2.9 billion will be invested in the Public Transportation Program, including bus, rail, marine, and public transit programs.

Figure 4: FY 2023-2027 MDOT Transportation Program (in millions) \$15.8 Billion Total



Highway Program and Non-Capital Uses

Public Act 51 of 1951 (Act 51) mandates how transportation funds are distributed and spent between MDOT and local entities. The intent of Act 51 is to distribute approximately 25 percent of federal aid to local jurisdictions for use on federal-aid eligible roads, with MDOT remaining responsible for ensuring federal regulations are followed and funds are managed appropriately. MDOT complies with this provision in an oversight role at various points throughout a project, while local agencies are responsible for planning, scoping and design, as well as testing and construction engineering services. Local agencies ultimately deliver more than 500 federal-aid projects annually with an average project cost of \$500,000.

MDOT allocates pavement preservation funding by formula to its seven regions between the Road Rehabilitation and Reconstruction, Capital Preventive Maintenance, and Non-Freeway Resurfacing programs. The formula is updated annually with current pavement condition, average daily traffic, regional costs, and eligible lane miles.

For the Bridge program, funding is distributed to MDOT regions through a bridge preservation allocation formula that uses the deck area of bridges in each National Bridge Inventory (NBI) condition. Funding is split into investment targets for replacement, repair, and preventive maintenance work.

The table on the following page displays the investment strategy for FY 2023-2027 for the Highway Capital Program at \$11.8 billion. This total reflects investments for pre-building activity (i.e., scoping, design, environmental clearance, and right of way acquisition) and construction activities.

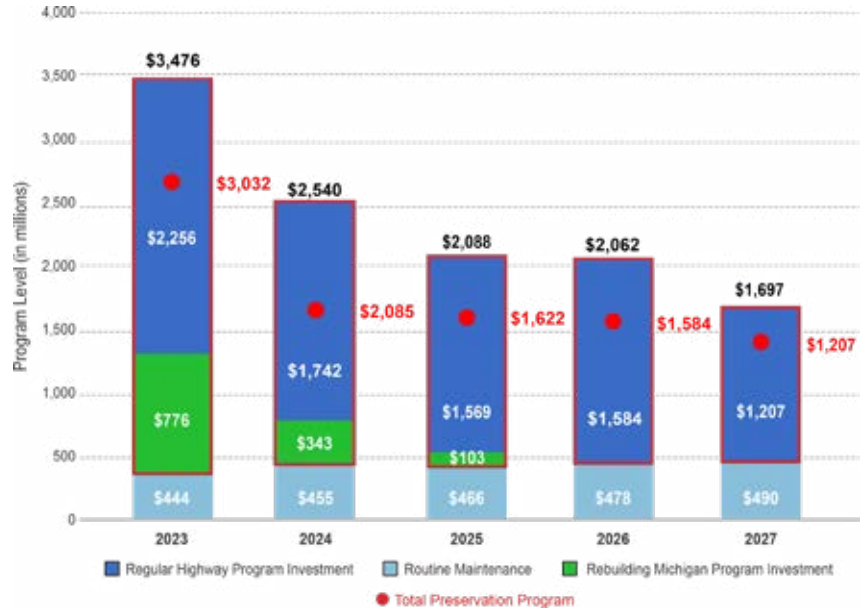
Investment Strategies

Figure 5: Multimodal Highway Program	Five-Year Average	Five-Year Total
REPAIR AND REBUILD ROADS AND BRIDGES		
REPAIR AND REBUILD ROADS		
Rehabilitation and Reconstruction	\$943	\$4,717
Capital Preventive Maintenance	\$98	\$491
Freeway Resurfacing Program	\$20	\$100
Non-Freeway Resurfacing Program	\$48	\$242
Trunkline Modernization	\$157	\$787
TOTAL - Repair and Rebuild Roads	\$1,267	\$6,337
REPAIR AND REBUILD BRIDGES PROGRAM		
Bridge Replacement and Preservation	\$185	\$927
Culverts - Capital	\$10	\$51
Big Bridge	\$56	\$282
Special Needs	\$33	\$165
Blue Water Bridge - As Needed Capital Projects	\$7	\$37
Capacity Improvement - BWB Plaza Project	\$44	\$222
TOTAL - Repair and Rebuild Bridges	\$337	\$1,684
ROUTINE MAINTENANCE	\$466	\$2,332
TOTAL - Repair and Rebuild Roads and Bridges	\$2,017	\$10,353
SAFETY AND SYSTEM OPERATIONS	\$86	\$431
TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSMO)	\$113	\$566
OTHER STATE AND FEDERALLY FUNDED PROGRAMS		
Transportation Alternatives	\$12	\$59
Recreational Trails	\$3	\$13
Roadside Facilities	\$10	\$48
Workforce Development	\$11	\$55
Non-Federally Funded Programs	\$67	\$337
Total - Other State and Federally Funded Programs	\$102	\$512
TOTAL - FIVE-YEAR TRUNKLINE PROGRAM	\$2,372	\$11,862

Investment Strategies

Figure 6 illustrates Highway Program investments over the five-year period. Routine maintenance investment is expected to increase year by year.

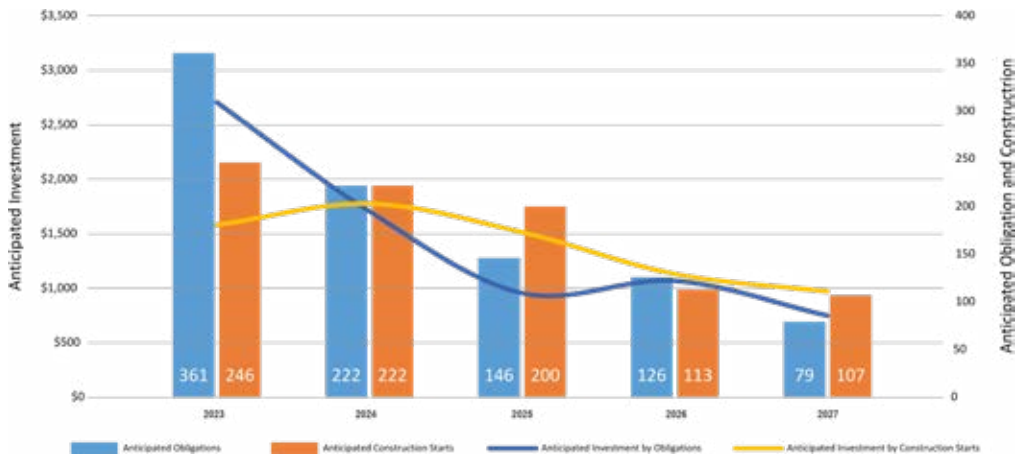
Figure 6: Highway Program Investment FY 2023-2027
\$11.8 Billion (in millions)



Project Delivery

The successful delivery (or building) of transportation projects involves several processes, including scoping, engineering, design, permitting, obligation of funding, and more. The term "obligation of funds" describes the legal commitment of the federal government to pay a state for the federal share of a project's eligible cost. Funds must be obligated to a project prior to its approval to begin work. Each project is different in terms of size, location, appropriate fixes, and other factors (such as utility relocation and community impacts). Therefore, the amount of time between funds being applied to a project, known as obligation of funds, and the start of work can vary. The department's investment strategy and the list of projects that follows at the end of this document show both the year of scheduled obligation and years of planned construction.

Figure 7: FY 2023-2027 Project Delivery



Programmed construction phases by fiscal quarter. Structures listed separately under a single job/phase not included.

Investment Strategies

Rail, Bus, Public Transit, Marine and Aeronautics Programs

MDOT's FY 2023-2027 Public Transportation (rail, bus, public transit, marine) and Aeronautics programs are administered by three separate offices: OPT manages bus and marine programs, the Office of Rail manages rail and port programs, and the Office of Aeronautics administers the aviation program. These offices provide capital and operating assistance, technical support, and safety oversight for the department's Public Transportation and Aeronautics programs.

MDOT's approach to the Public Transportation and Aeronautics programs differs from the Highway Program in that much of the infrastructure is owned, managed, and operated by entities other than MDOT, and the funding that MDOT is responsible for represents only a small portion of the overall investments in these modes.

Figure 8: Multimodal Investment Strategy (Subject to appropriation of federal, state, and local funds)	FY 2023	Five-Year Average (per year)	FY 2023-2027 Five-Year Total
PUBLIC TRANSPORTATION PROGRAM			
Local Bus, Intercity Bus, Passenger Rail, Rail Freight, and Ports*	\$589 million	\$576.9 million	\$2.9 billion
AERONAUTICS			
Airport Improvement Program (AIP)**	\$120 million	\$120 million	\$600 million
IIJA/BIL Airport Programs	\$111 million	\$111 million	\$444 million
Air Service Program (ASP)	\$50,000	\$210,000	\$1.05 million
TOTAL	\$820.05 million	\$808.11 million	\$3.95 billion

*Includes only state and federal expenditure authority.
**Includes comprehensive program of needed investments for primary airports and general aviation airports, as identified in the MDOT Airport Improvement Program.

Public Transportation Program

MDOT's Public Transportation Program includes local bus, intercity bus, marine passenger, vanpooling, port, freight rail, and passenger rail. The program provides for a combination of capital and operating assistance, technical support, safety oversight, and compliance monitoring for each of the modes.

The FY 2023 Public Transportation Program includes \$396 million in CTF dollars, \$16 million in other state funds, and \$177 million in federal funds for a total of \$589 million. This is comprised of the January 2022 Department of Treasury's Office of Revenue and Tax Analysis (ORTA) and estimates for revenue and unreserved CTF funds at the end of FY 2022.

Local Public Transit Program

The Local Public Transit Program provides funding for operating and capital support, training, and special projects to local public transit operators. State funds are combined with federal and local dollars, including farebox revenue and local millages, to support operation and maintenance of the local transit network. The proposed funds for FY 2023 are anticipated to increase but not cover all eligible expenses due to high rate of inflation. In addition, the CTF available to match federal aid will be enough to leverage all anticipated federal operating and capital formula allocations, but may not be enough to match all competitive awards. A high level of success in receiving federal discretionary funds could put a strain on the CTF.

More than 80 percent of FTA formula funds for local bus systems go directly to transit agencies and are not reflected in MDOT's 5YTP. Under Act 51, all federal funds are matched by MDOT using the CTF funding appropriated for that purpose. When CTF dollars are not enough to match federal funds, the impact is absorbed by the local transit infrastructure and reduces a transit agency's ability to access federal funds.

Investment Strategies

Rail, Bus, Public Transit, Marine and Aeronautics Programs continued

Vanpooling Program

The [MichiVan Program](#) will be maintained with state, federal, and local funds. MDOT contracts with private service providers to help organize and sustain the program as a commuting alternative. Federal funds for MichiVan come from the Federal Highway Administration (FHWA) Congestion Mitigation and Air Quality (CMAQ) program and are included in the Highway Program Investment Strategy. In addition, a small amount of CTF is used each year for the program.

Marine Passenger Program

The FHWA Ferryboat Formula Program (FFP) provides annual allocations to eligible ferry systems in Michigan and is estimated to increase by 2 percent each year. The four state-subsidized marine passenger systems will continue to receive Local Bus Operating (LBO) funds to preserve existing service. State marine capital funds available throughout this five-year period will be used to match FFP funds as well as for routine infrastructure maintenance and improvements. However, due to the small amount of state and federal capital funding available, deterioration of the infrastructure is likely and ferry services may also be impacted.

Intercity Bus Program

The Intercity Bus Program provides both operating and capital assistance for the intercity network in the state, with the goal to allow residents access to the national transportation network. The program is supported with a combination of federal and state funds, except for the Terminal Development Program, which pays for small projects using state funds only.

More information regarding funding, administration, and future plans under this program can be found with the [Intercity Bus Application and on the OPT webpage](#).

Passenger and Freight Rail Programs

The [Office of Rail](#) administers MDOT's rail and port programs, which are primarily supported with annual CTF revenues. CTF funds are the only ongoing source of revenue for MDOT passenger and freight rail efforts other than funds dedicated to railroad crossing safety. A \$21.8 million increase in CTF is anticipated in FY 2023 for these activities. For the purposes of this report, CTF revenue is projected to remain consistent from FY 2024 through FY 2027.

MDOT invests state CTF and Michigan Transportation Fund (MTF) dollars, as well as dedicated federal grade crossing funds through its rail programs. MDOT will also invest \$61.75 million from federal grants that were awarded in FY 2018, 2019 and 2020.

The bulk of MDOT's investment in rail will be to preserve and enhance Michigan's intercity passenger rail services, as mandated by federal statute, and existing contractual arrangements. Under the Passenger Rail Investment and Improvement Act of 2008, MDOT is responsible for providing operating support for the three Michigan intercity routes that serve 22 station communities. MDOT plans to invest \$29 million in Amtrak's operation of these three routes, including some shared costs for the Midwest intercity passenger rail fleet.

Investments on the state-owned portion of the accelerated corridor between Kalamazoo and Dearborn will focus on what is needed to meet federal grant requirements associated with achieving and maintaining passenger train speeds of up to 110 mph. Speeds have been increased between Kalamazoo and Albion, with a segment between Albion and Dearborn expected to follow in 2023-2024. MDOT plans to invest \$47.1 million in CTF funds in addition to a portion of the \$61.75 million from the previously awarded federal grants.

Investment Strategies

Passenger and Freight Rail Programs continued

Remaining CTF dollars will be strategically invested in state-owned freight line preservation and freight economic development, while dedicated MTF and federal dollars will be invested in safety at railroad crossings. Specific projects will be identified based on available funding but will generally include \$8 million through the Freight Economic Development Program, \$16.7 million in track and bridge work on state-owned freight-rail corridors, and \$9 million at railroad crossings on local roads. Additional investments at trunkline crossings are accounted for in the Highway Program.

Port Program

For each of the next five years, MDOT anticipates providing approximately \$500,000 in legislatively appropriated funding to the Detroit-Wayne County Port Authority to assist with operating costs and marketing activities.

Aviation Program

The AIP provides funding for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). Michigan currently has 94 airports that are eligible for this program. Under the NPIAS, primary airports are allocated a minimum of \$1 million, with additional funding based on the number of revenue passenger boardings or enplanements. Non-primary airports are allocated \$150,000 annually.

Airports can also compete for state apportionment, discretionary, and supplemental appropriation funding. These grants are 90 percent federal with a match of 5 percent each from state and local. Economically distressed communities receive 95 percent federal funding with a match of 2.5 percent state and 2.5 percent local. This program is expected to invest \$120 million annually in Michigan's airport system, with variances each year based on the discretionary projects.

The IJA includes three grant programs for NPIAS Airports. This funding will be allocated between FY 2022 to FY 2026, and is expected to invest \$111 million annually in Michigan's airport system. These include the formula-based Airport Infrastructure Program at \$15 billion nationwide, and the competitive-based Airport Terminals Program and Air Traffic Facilities Program at \$5 billion each nationwide.

MDOT's Air Service Program (ASP) provides state funds to help support, promote, and expand commercial air service in Michigan with different funding tiers based on the number of enplanements. Larger airports are matched up to 50 percent and smaller airports up to 90 percent. Currently, 19 airports are eligible for the ASP, which is expected to invest an average of \$210,000 annually. Grants are awarded to commercial service airports in four categories:

- Aircraft Rescue and Firefighting,
- Airport Awareness
- Capital Improvement and Equipment, and
- Carrier Recruitment and Retention.

State aeronautics funding levels are an ongoing challenge. At this time, it is not known if there will be sufficient funds to match current federal funding with the standard 5 percent state participation (90 percent being federal funding and the other 5 percent local funding). In addition, due to the decrease in funding, the ASP may be reduced. There is currently no funding for a state/local program for the 131 public use airports that are not eligible for federal funding.

Highlighting Upcoming FY 2023

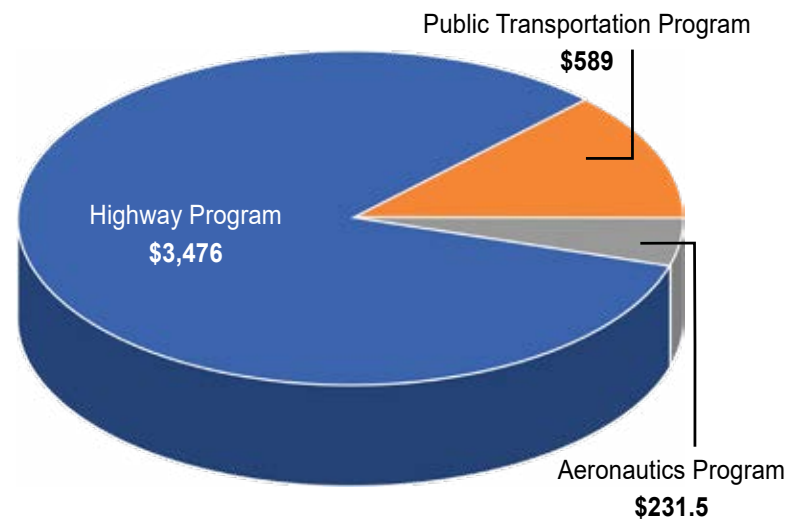
MDOT's FY 2023 Transportation Program is based on anticipated federal and state revenues, and is subject to change based on planning and project development, as well as additional funding sources such as discretionary grants.

FY 2023 MDOT Transportation Program

MDOT's \$4.3 billion **FY 2023 Transportation Program** is a vital part of Michigan's economy, estimated to support more than 41,000 jobs by continuing to invest in the preservation of the transportation system, safe mobility for motorists, and efficient system operations. Of that total investment, MDOT will dedicate approximately:

- \$3.5 billion to system preservation, maintenance, safety, and operation of Michigan's state trunkline roads and bridges.
- A combined \$820 million in the Aeronautics and Public Transportation programs, providing capital and operating assistance, technical support, and safety oversight for passenger rail, rail freight, aviation, marine and ports, and local and intercity bus sectors of Michigan's transportation system.

Figure 9: FY 2023 MDOT Transportation Program
(in millions) \$4.3 Billion

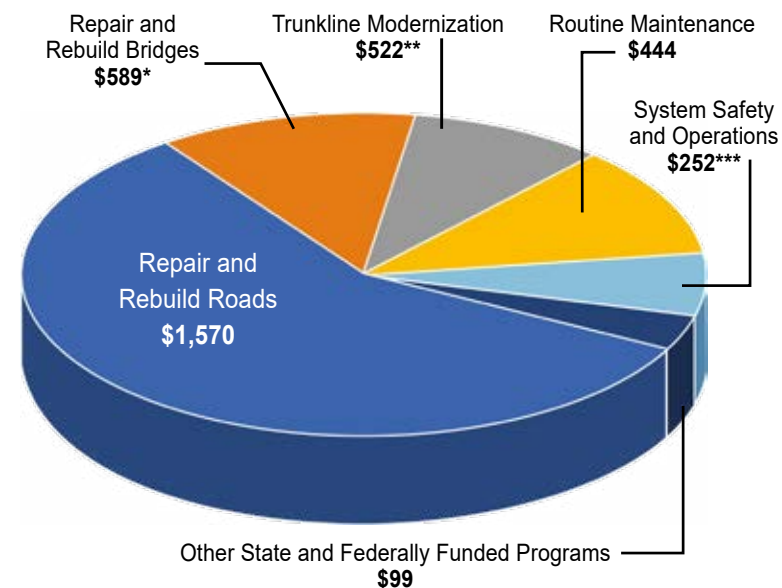


FY 2023 Multimodal Highway Program

MDOT's \$3.5 billion **Multimodal Highway Program** will support:

- Repairing and rebuilding roads, with approximately:
 - 1,111 lane miles of rebuilding and improvements.
 - 821 lane miles of capital preventive maintenance.
 - 206 lane miles of freeway and non-freeway resurfacing.
- Replacement and preservation of trunkline bridges, including improvements, and capital preventive maintenance on 175 bridges.
- Trunkline modernization, including Modernize I-75 in Oakland County and I-94 Modernization in Wayne County.
- Routine maintenance, including snowplowing, sweeping, grass cutting, etc.
- Safety and systems operations, including signs, pavement markings, traffic signals, and other programs that support the safe and efficient operation on the trunkline system.
- TSMO program projects that optimize infrastructure performance, such as intersection improvements, signal upgrades, and dynamic shoulder use.
- Other state and federally funded programs, including nonmotorized facilities/streetscapes, recreational trails, roadside facilities, and workforce development.

Figure 10: FY 2023 Multimodal Highway Program
Investment (in millions) \$3.5 Billion



* Includes Blue Water Bridge Plaza Project at \$222 million
 ** Modernize I-75 in Oakland County work is ongoing and investments are accounted for in previous years.
 *** Including Safety and System Operations and TSMO

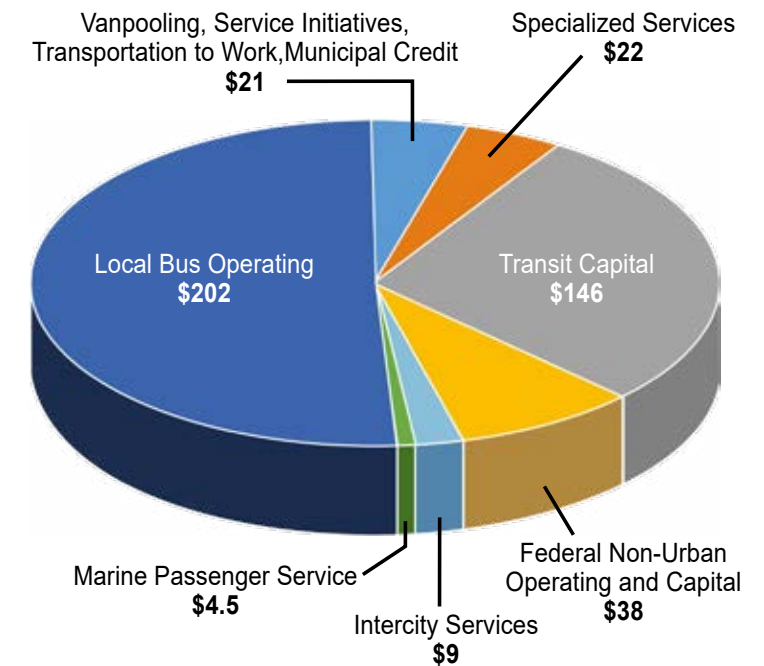
Highlighting Upcoming FY 2023

FY 2023 Bus and Marine Programs

MDOT's \$442.5 million **Bus and Marine Programs** investment will support the preservation of existing local transit and marine services, including 78 local bus agencies, four passenger ferry systems, and 38 specialized service providers, as well as:

- Preservation of state-subsidized intercity bus service, including five MDOT-contracted routes and four intercity bus/rail passenger transportation facilities.
- Preservation and maintenance of existing infrastructure in accordance with the Transit Asset Management (TAM) Plan.
- Limited funding for innovative projects, including:
 - Procurement of electric buses via federal Low or No Emission grants.
 - Development of a statewide Mobility as a Service (MaaS) Platform.
 - Other special projects including assessments and evaluations of rural transit planning activities specific to emergency preparedness and emergency response scenarios, and the use and readiness to adopt new technologies for rural transit agencies.

Figure 11: FY 2023 Bus and Marine Programs
(in millions) \$442.5 Million

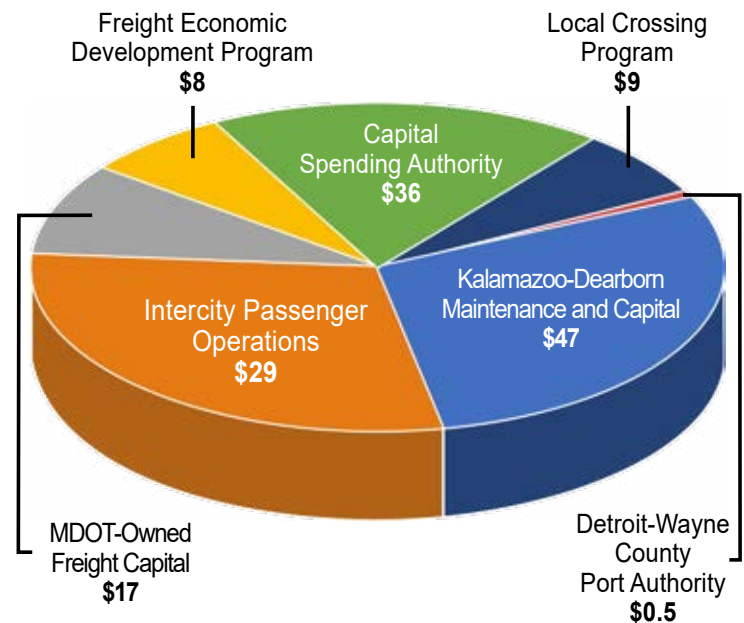


FY 2023 Rail and Port Programs

MDOT's \$146.5 million **Rail and Port Programs** investment will support operations and capital for passenger and freight rail, safety improvements, and port operations, including:

- Maintenance and capital improvements on the Kalamazoo-Dearborn corridor, including investing a portion of the federal grants awarded in FY 2018 through FY 2020.
- Grade crossing safety improvements on local roads, with warning device enhancements at 30-40 locations and crossing surface improvements at 40-60 locations.
- Grade crossing safety improvements on the state trunkline, including crossing surface improvements and/or device upgrades at 20-25 locations (funding reflected within Highway Capital Program).
- Freight Rail capital investments in the state-owned system, including support for new/expanding businesses through the Freight Economic Development Program and operating assistance to the Detroit-Wayne County Port Authority.

Figure 12: FY 2023 Rail and Port Programs
(in millions) \$146.5 million



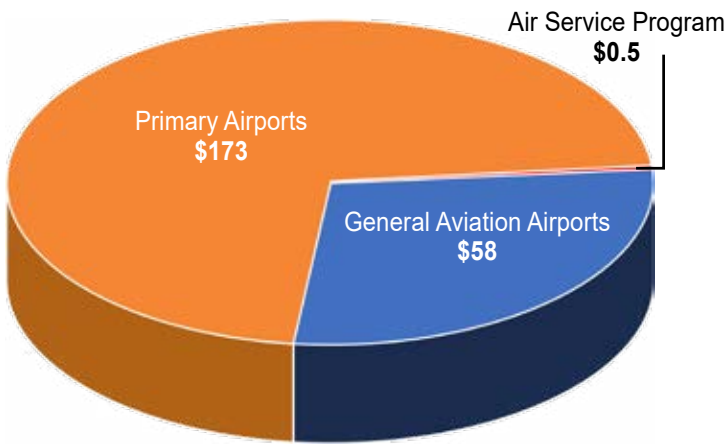
Highlighting Upcoming FY 2023

FY 2023 Aeronautics Program

MDOT's \$231.5 million **Aeronautics Program** investment will:

- Apply an asset management approach to reduce system and facility deficiencies.
- Preserve critical infrastructure, particularly pavements and navigational aids, and protect airspace.
- Maximize federal funds by leveraging state, local, and private funding.
- Support job growth and economic development through projects related to freight/logistics, aircraft maintenance, and other emerging opportunities.
- Support statewide efforts to attract and retain air service through the implementation of the ASP.

Figure 13: FY 2023 Aeronautics Program
(in millions) \$231.5 Million



"Think MDOT" courtesy of HNTB

Performance Measures and Goals

Federal transportation legislation, namely the Fixing America's Surface Transportation (FAST) Act, required state and metropolitan areas to adopt, by 2018, a performance-based planning process in support of national goals in the areas of safety, pavement and bridge condition, system performance, and transit asset management. This section provides updates in several of these areas as they pertain to the trunkline system.

Highway Condition Goals

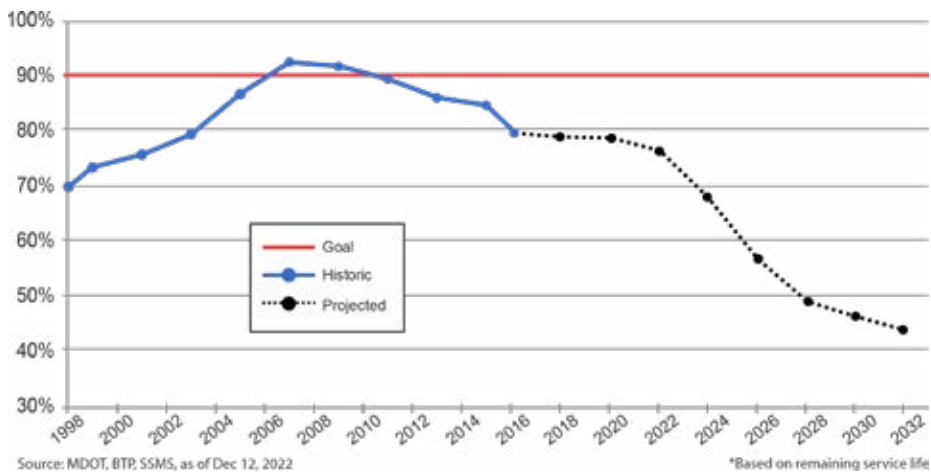
The key performance measure for highway pavement used by MDOT is called remaining service life (RSL), defined as the estimated number of years until it is no longer cost effective to perform preventive maintenance on a pavement section. When pavements reach an RSL of two years or less, they are considered "poor," meaning they should be considered for rehabilitation or reconstruction. Prior to reaching this rating, preventive maintenance can be applied using an asset management approach with the right mix of fixes at the right time to extend the life of the pavement.

Since 2011, the pavement deterioration rate has been about 1 percent per year and is forecasted to accelerate considerably in the coming years. Additional revenue from the Rebuilding Michigan program, IIJA, and increases to the state gas tax and vehicle registration fees have helped to slow pavement deterioration, but projections indicate these funds are not enough to meet pavement goals in future years, or to sustain current conditions. MDOT's highway condition goal is to maintain 90 percent of pavement in good or fair condition. The graph below represents historic and projected state trunkline system condition based on RSL. To meet and maintain this goal, an additional \$2.9 billion in investment would be needed over the next 10 years.

Figure 14: MDOT Remaining Service Life Ratings

RSL Category	Amount RSL	Rating
I	0-2 years	Poor
II	3-7 years	Fair
III	8-12 years	Good
IV	13-17 years	Good
V	18-22 years	Good
VI	23-27 years	Good
VII	28-32 years	Good

Figure 15: Historic and Projected Trunkline Pavement in Good or Fair Condition 1998-2032



Though MDOT currently relies on RSL, it is transitioning to using pavement condition measure (PCM), a standardized composite rating of three metrics introduced by the FAST Act. These three metrics include International Roughness Index (IRI), Cracking Percent, and either Rutting or Faulting, depending on pavement type.

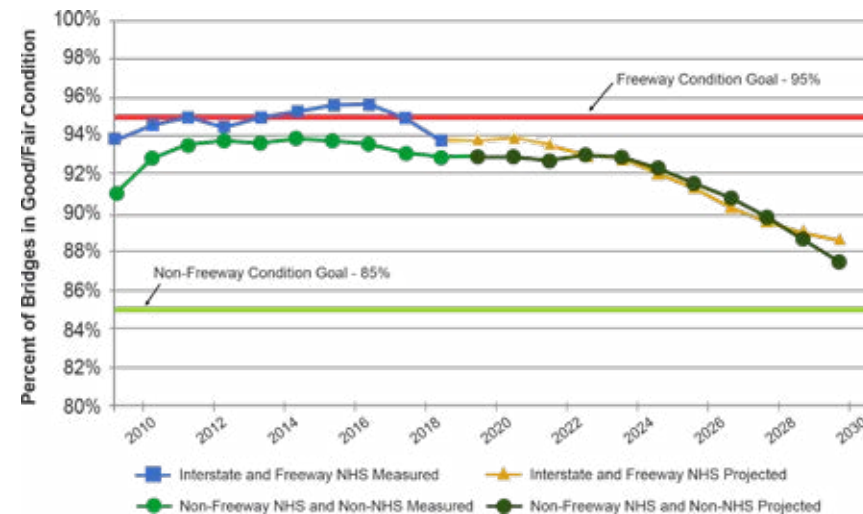
While the TPM implementation teams identify opportunities for the use and development of the new federal measure, MDOT will continue to rely on RSL to determine how to invest in its infrastructure in a way that achieves the greatest benefit for overall system health. PCM for collected MDOT routes can be found at the [MDOT GIS open Data portal](#).

Performance Measures and Goals

Bridge Condition Goals

As shown in Figure 16, freeway bridge conditions were close to 95 percent good or fair at the end of 2013, declined slightly in 2014 and 2015, but increased again and met the condition goal of 95 percent at the end of 2016. Since that time, condition has fallen below the freeway bridge goal due to an aging bridge inventory and the impacts of inflation on available funding.

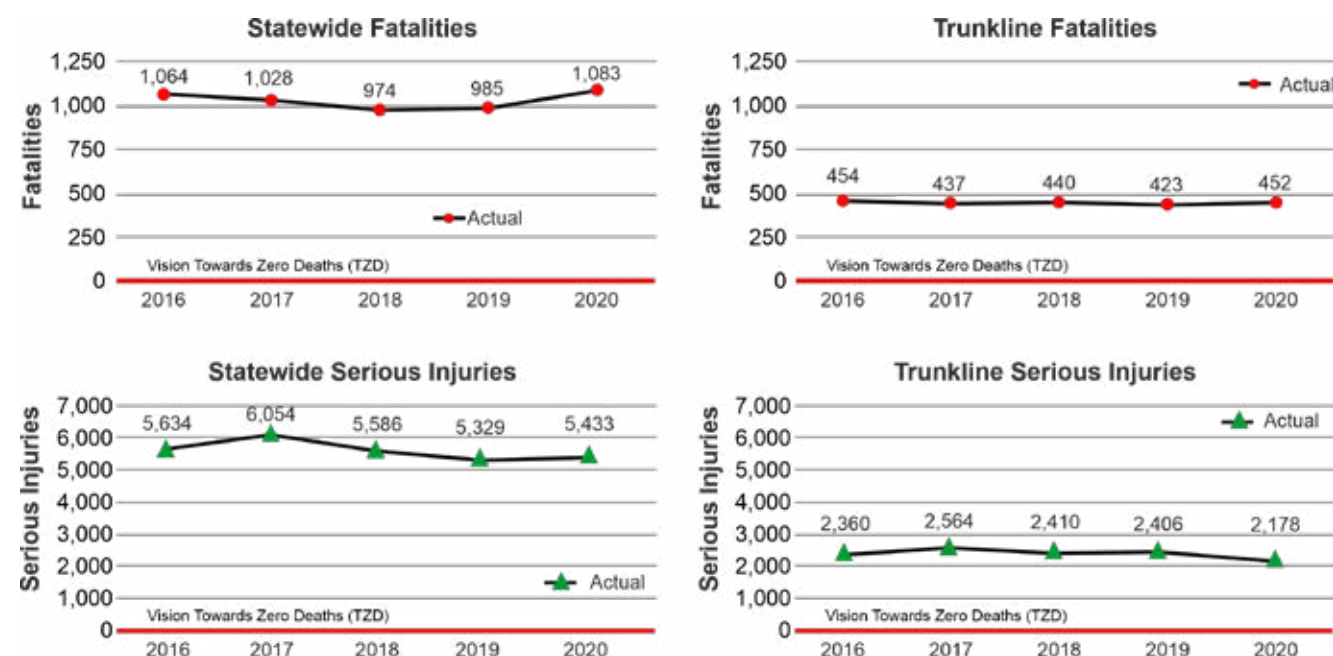
Figure 16: Bridge Condition Forecast - Statewide



Safety Goals

MDOT's trunkline safety goal is to reduce fatalities and serious injuries in support of the Michigan Strategic Highway Safety Plan (SHSP) and the state's efforts to support the Toward Zero Deaths (TZD) National Strategy on Highway Safety. As seen in the graph below, fatalities and serious injuries statewide have been on the rise since 2018. To address this, MDOT is seeking to incorporate the Safe System Approach, which acknowledges both human mistakes and vulnerability, and designs a redundant system to protect everyone by preventing crashes and ensuring that if they do occur, they do not result in serious injury or death.

Figure 17: MDOT Safety Performance Indicators



Performance Measures and Goals

Safety Goals continued

The IJJA outlines two new state-level requirements for state safety programs. First, if a state's total number of vulnerable road users (VRUs) make up 15 percent or more of the total number of fatalities in a year, then at least 15 percent of its Highway Safety Improvement Program (HSIP) funds must be dedicated in the following fiscal year to projects that address the safety of these road users. VRUs are defined generally as those most at risk in traffic, namely road users unprotected by an outside shield, such as pedestrians and bicyclists. These users have a much greater risk of injury in any collision against a vehicle and are therefore highly in need of protection against such collisions.

The second state safety program requirement is for states to complete a VRU Safety Assessment within the next two years and to integrate the assessment into their existing Strategic Highway SHSP. Each assessment must include a quantitative analysis of crash and road data, as well as related demographics, and identify "high-risk" areas to produce a program of projects or strategies using a safe system approach. FHWA is anticipated to develop guidance to carry out this requirement.

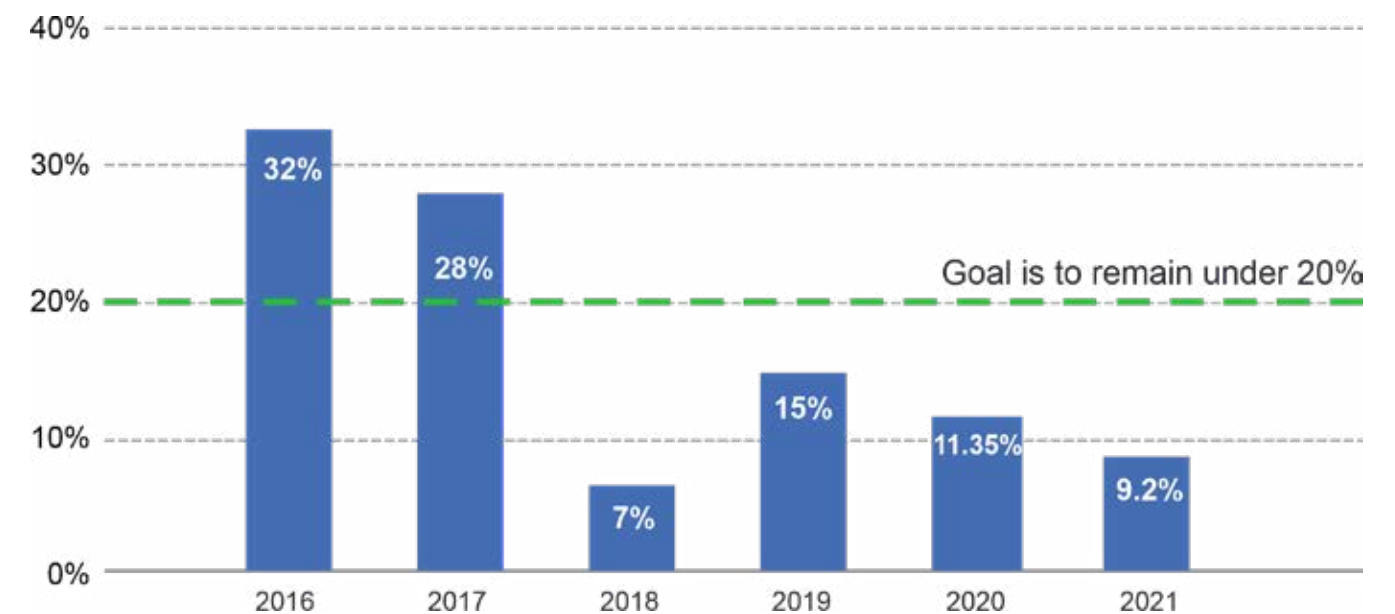
Multimodal Performance Goals

Rural Transit Fleet Condition

Program requirements included in the FAST Act for TAM, safety planning, and other related performance goals are in place. For transit, MDOT was required to develop performance measure targets for rural area transit service operations.

The condition of the rural transit fleet is based on the percent of vehicles past their useful life. The goal is to have less than 20 percent of the rural fleet beyond useful life. MDOT continues to submit annual applications to FTA for replacement vehicles.

Figure 18: Percent of Rural and Specialized Transit Vehicles Past Their Useful Life

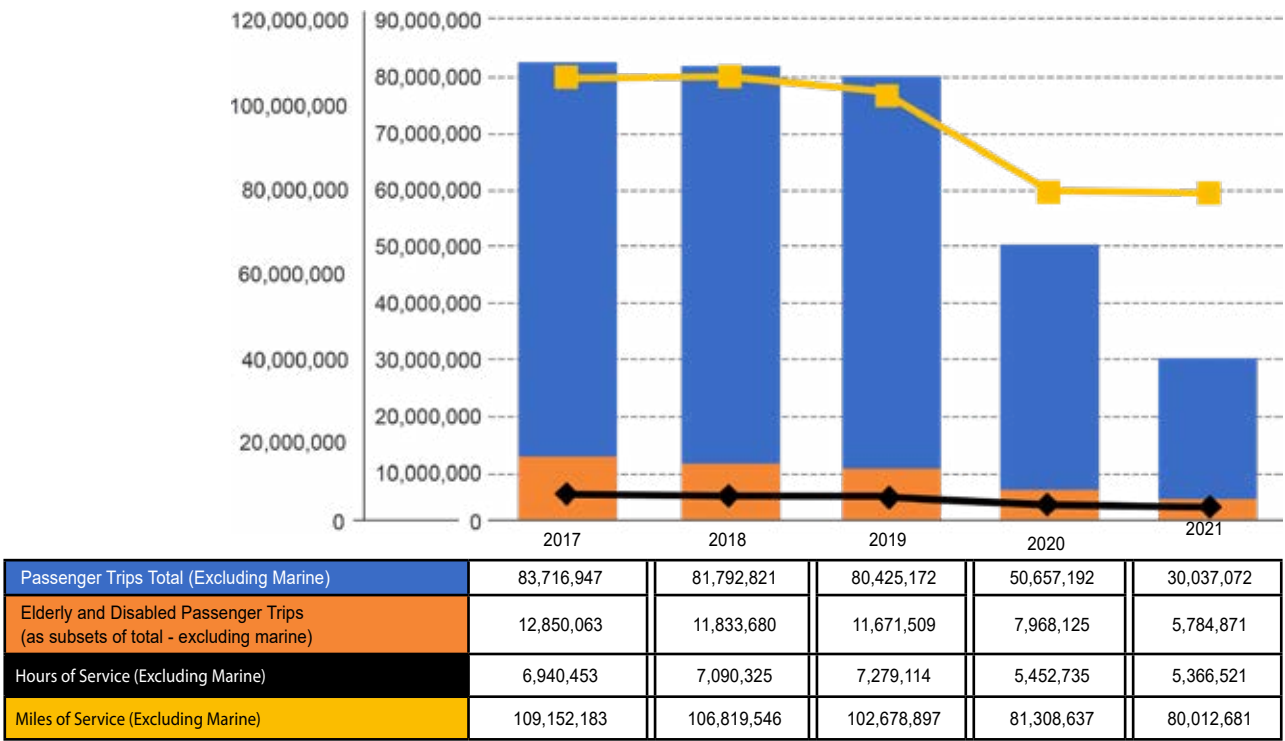


Performance Measures and Goals

Local Transit Level of Service

The local transit level of service is measured using total annual hours, miles of service and total annual passenger trips, considering elderly/disabled passenger trips as a subset of the total. The goal is to preserve service levels and continue providing service in all 83 counties.

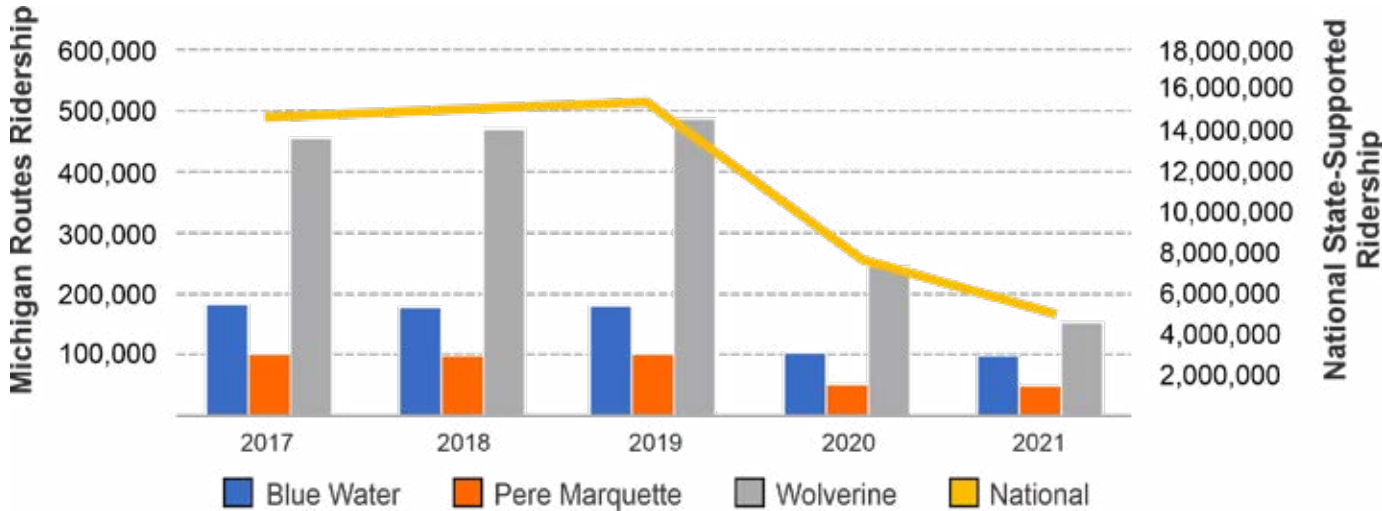
Figure 19: Local Bus Transit Levels of Service Indicators



Passenger Rail Ridership

MDOT tracks the total number of passengers using state-supported passenger rail services, with a goal of maintaining ridership consistent within 10 percent or better than national trends. MDOT is meeting its goal, as seen in Figure 20.

Figure 20: Passenger Rail Ridership Trends Michigan Routes and Nationwide

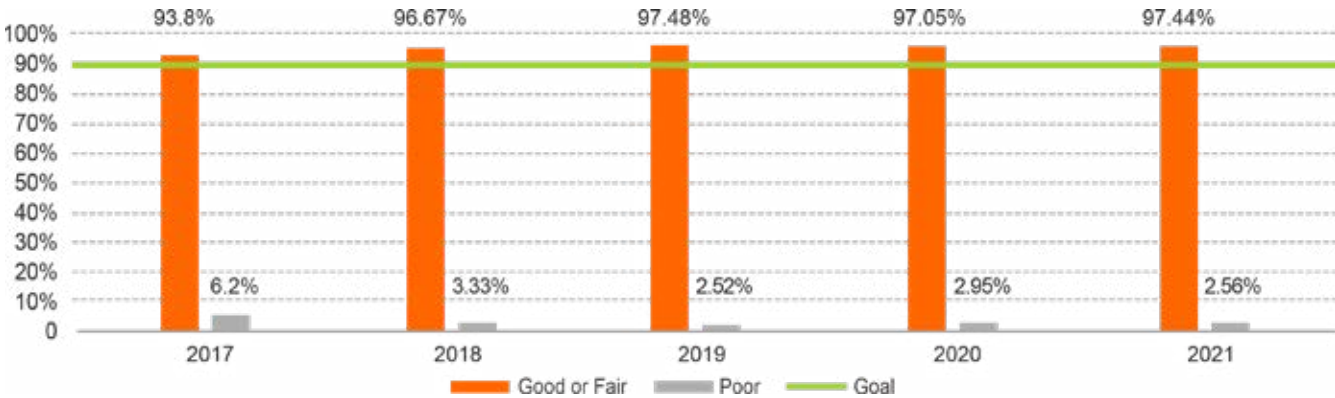


Performance Measures and Goals

Railroad Crossing Condition

MDOT tracks the railroad crossing surface condition on the state trunkline system, with a goal of at least 90 percent in good or fair condition. The percentage of the railroad crossing surfaces on the state trunkline system in at least fair condition continues to increase. At the end of FY 2021, 97 percent of the crossing surfaces were in good or fair condition.

Figure 21: Trunkline Highway-Railroad Grade Crossing Surface Conditions

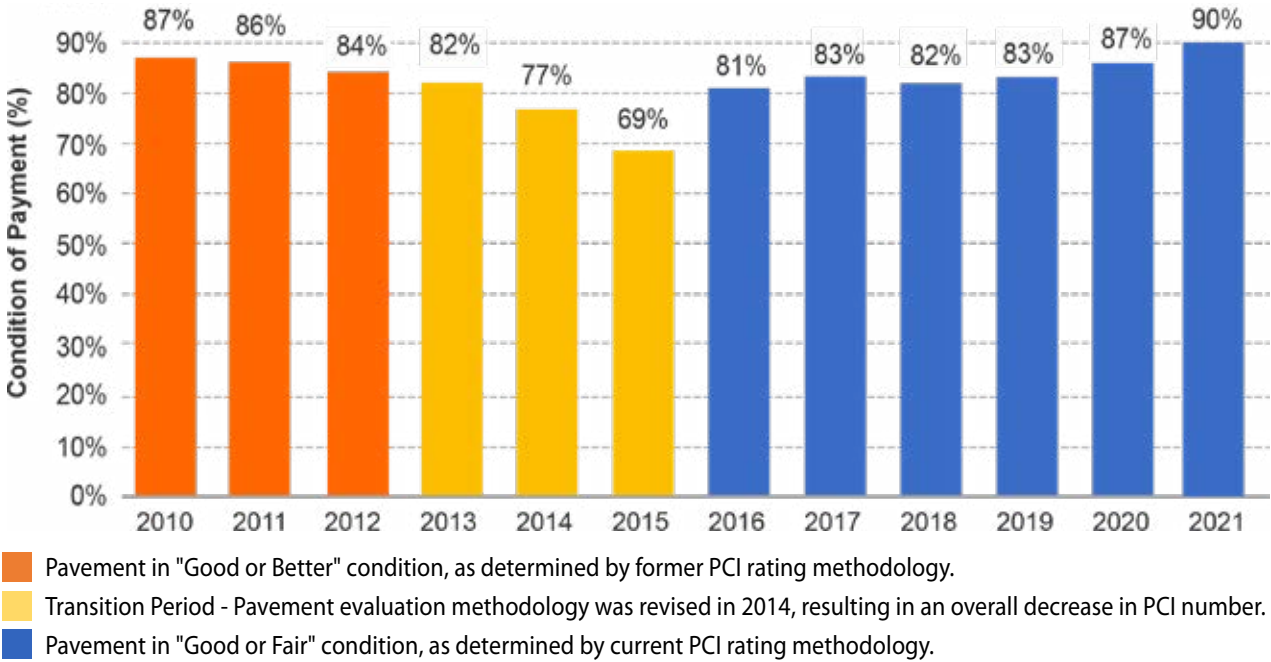


Aeronautics

The Office of Aeronautics updated its Michigan Aviation System Plan (MASP) in 2017. As part of the update, new statewide system goals, as well as individual airport facility goals, were developed.

The current primary performance measure goal is to maintain 90 percent of all Tier 1 Airport Primary Runways in good or fair condition, as determined from Pavement Condition Index (PCI) inspections, in alignment with MDOT highway pavement condition goals. The latest inspections show that MDOT is meeting the goal, based on 2021 data..

Figure 22: Tier 1 Airport - Primary Runway Pavement Condition



More about MDOT Performance Measures can be found at <https://www.Michigan.gov/MDOT/About/Performance>

Economic Impacts of 2023-2027 Investments

The Economic Benefit Analysis (EBA) for the highway, bridge and passenger transportation programs includes the benefits contributed by capital and operational investments and benefits of travel efficiencies derived through project implementations. The Travel efficiencies were assessed using the Statewide Travel Demand model to evaluate changes in vehicle miles traveled (VMT) and vehicle hours traveled (VHT) based on build and no-build scenarios of projects in this five-year program.

Highway Program Economic Impacts

The following table and chart display the economic benefits of the \$11.8 billion investment for the highway and bridge program, including RBMP. As a result, an annual average of 28,663 jobs are supported, which includes both new jobs created by greater economic competitiveness and jobs retained that otherwise would be lost without this transportation investment.

Figure 23: Employment Supported by FY 2023-2027 Five-Year Multimodal Highway Program

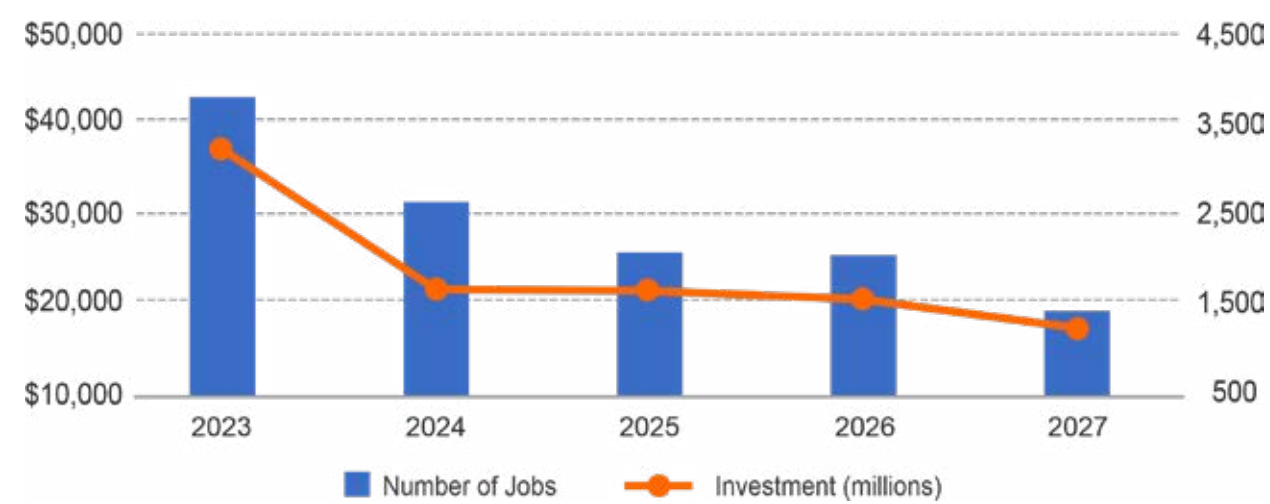


Figure 24: Employment Supported by FY 2023-2027 Five-Year Multimodal Highway Program

	2023	2024	2025	2026	2027	Total	Annual Average
Investment (million \$)	\$3,475	\$2,540	\$2,089	\$2,061	\$1,697	\$11,862	\$2,372
Employment Impact (jobs)	42,287	31,302	25,597	25,381	18,746	143,313	28,663
Gross State Product (million \$)	\$4,272	\$3,298	\$2,788	\$2,899	\$2,225	\$15,482	\$3,096
Personal Income (million \$)	\$2,791	\$2,342	\$2,104	\$2,184	\$1,814	\$11,235	\$2,247



Construction workers installing concrete bridge barriers



Orange construction barrel



Downtown Traverse City

Economic Impacts of 2023-2027 Investments

Public Transportation Program Economic Impacts

Local Transit

Transit investments are a vital part of the state's overall economic development strategy. More than 100 million trips are made annually on local public transit in Michigan. The following table displays the economic benefit of \$1.74 billion in investments for the passenger transit program in the FY 2023-2027 5YTP. The program will support an annual average of 5,427 jobs, including new jobs and jobs retained that otherwise would be lost.

Figure 25: Employment Supported by FY 2023-2027 Five-Year Public Transportation Program

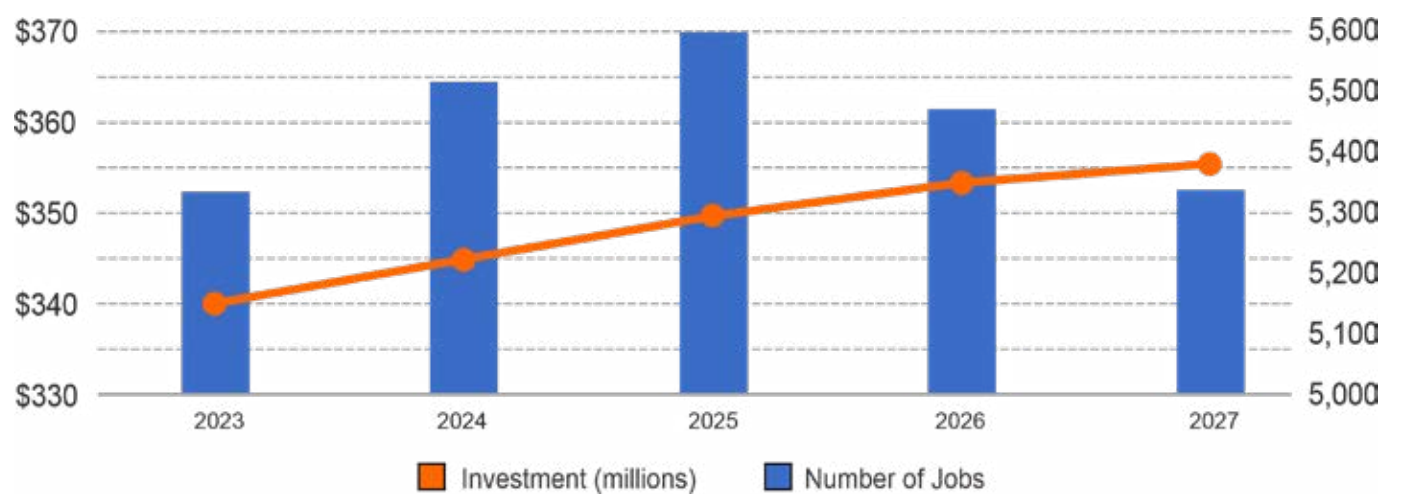


Figure 26: Employment Supported by FY 2023-2027 Five-Year Public Transportation Program

	2023	2024	2025	2026	2027	Total	Annual Average
Investment (million \$)	\$340	\$344	\$349	\$353	\$357	\$1,743	\$349
Employment Impact (jobs)	5,311	5,493	5,549	5,463	5,318	27,134	5,427
Gross State Product (million \$)	\$507	\$541	\$563	\$570	\$570	\$2,751	\$550
Personal Income (million \$)	\$350	\$399	\$436	\$459	\$475	\$2,119	\$424

Rail

Michigan's rail system has approximately 3,600 miles of track moving heavy, bulky, and hazardous materials, and carries nearly 17 percent of the state's freight, with a value of more than \$166 billion in 2021. Rail is the most efficient means of surface transportation to move freight, emitting up to 75 percent less greenhouse gases than trucks. As funding permits, MDOT works with MEDC, as well as the Michigan Department of Agriculture and Rural Development to support businesses that need rail, primarily through preservation of state-owned freight-rail corridors, and improving access to the system through the Freight Economic Development Program.

Aeronautics

Businesses throughout the state, particularly in rural communities and the Upper Peninsula, depend on aviation for the movement of goods and personnel, and Michigan's airports support a variety of activities that employ thousands of people and create millions of dollars in economic impact and benefits, including direct and indirect jobs, wages, and expenditures. These benefits support economic activities and growth far from the airport itself as a vital part of supply chain logistics, tourism and trade.

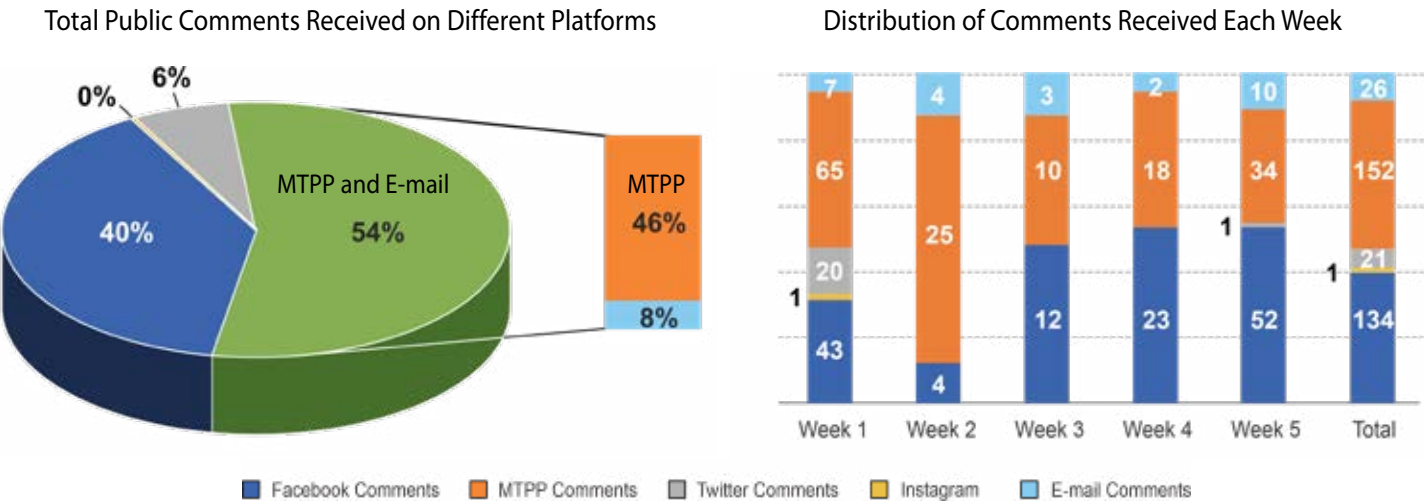
5YTP Public Engagement and Results Summary

Between Aug. 1 and 31, MDOT received 334 public comments on the draft 2023-2027 Five-Year Transportation Program from 324 different individuals. To promote awareness of and participation in the comment period, MDOT issued a news release and posted 23 social media posts across three platforms, with eight on Facebook, eight on Twitter, and seven on Instagram. Each post included information and a link to the 5YTP webpage where options for submitting comments were provided. Resources for persons who require mobility, visual, hearing, written, or other assistance were also publicized.

To enhance equitable access to 5YTP content, individual web pages were created for each section of the static document, allowing streamlined use with screen readers as well as the ability to translate text into more than 111 languages with an embedded translator tool.

Collectively, MDOT raised awareness of the 5YTP comment opportunity through social media to 129,323 people, with more than 6,201 of which engaging in some form (likes, shares, retweets, comments, etc.). The total comments received by platform over the five-week comment period are shown directly below, followed by detail on engagement.

Figure 27: Comments by Platform - 334 Total Received



Comment Type

As part of the MTPP comment form, participants were provided the option to categorize their comment by one or more types based on the primary concern, such as congestion, condition, and safety. As seen in Figure 28, Safety was the top category selected at just more than 23 percent, followed by Design (18 percent), Environmental (16 percent), and Congestion (13 percent). An option to select General comment (11 percent) was also provided. Only 2 percent of commenters did not select a category for their comment.

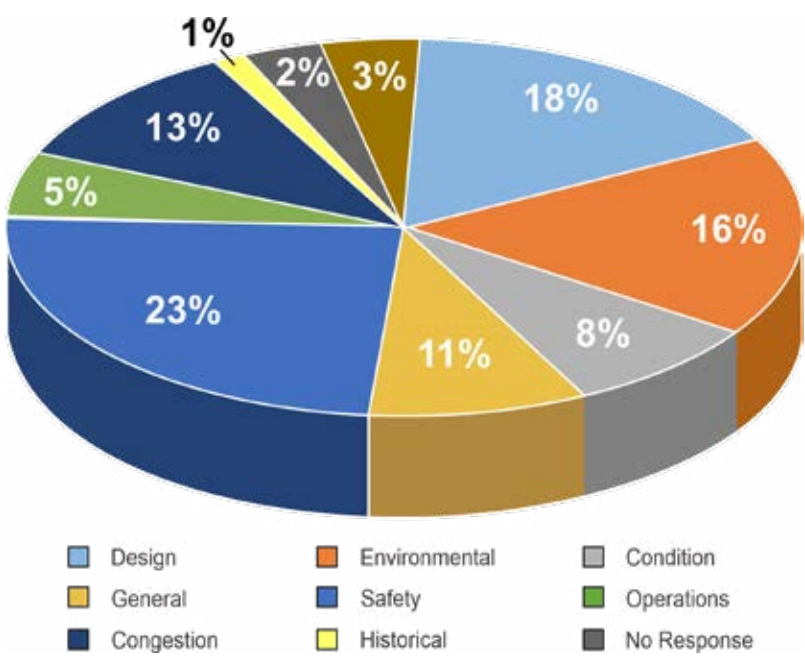
MDOT 5YTP and MTPP Webpage Visits, Document Downloads and Overall Engagement

The 5YTP webpage incorporated several options outlined at the top of the page for participation, including commenting through the MTPP interactive map, a general comment form, an e-mail to MDOT-Five-Year-Program@Michigan.gov, and/or mail to the MDOT Lansing office. Over this stated period, there were 3,776 total 5YTP webpage views and 1,023 document

downloads. Out of these total visits, 43 percent viewed another page or clicked one of the provided participation links after landing on the 5YTP page.

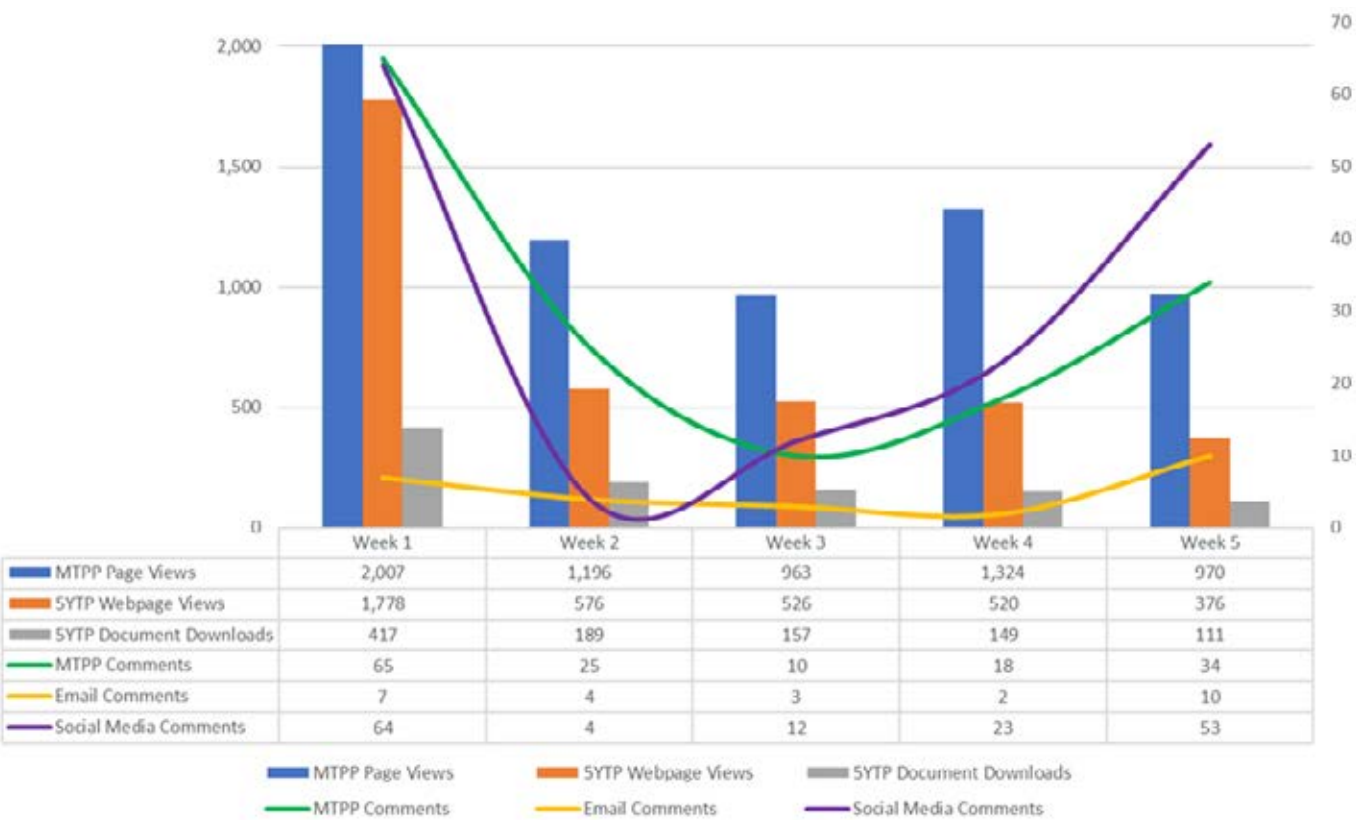
The MTPP page experienced a total of 6,460 visits during the comment period. The page included instructions for using the interactive map, how to comment, general information and background on the program, and a link back to the 5YTP page for more detail. Like on the 5YTP page, a link to the general comment form was provided along with resources for persons who require mobility, visual, hearing, written, or other assistance.

Figure 28: Comment Type (MTPP Only)



The overall results of engagement in terms of documents downloads, comments received, engagement over social media, and visits to the 5YTP and MTPP pages are shown below.

Figure 29: 2023-2027 5YTP Engagement Summary



Stakeholder Outreach and Engagement

Public Comment Summary

A total of 334 comments were received on the program from individuals, business organizations and advocacy groups. Key themes, including categories selected through the MTPP, are summarized below, followed by the comment details by applicable geography.

Key Engagement Themes (All Comments and Platforms)

Theme and Topic	Comments	Percent of Total
Complete Streets/Multimodal	116	34.7%
Guideline, Plan and/or Policy Update	50	15.0%
Support for More Safety and Mobility Infrastructure	55	16.4%
General Comment or Question (including Opposition and Support)	11	3.3%
Non-(5YTP) Project-Specific	102	30.5%
Concern over Road and/or Bridge Conditions	30	9.0%
Request for Additions or Changes	32	9.5%
General Comment or Question (including Opposition and Support)	18	5.4%
Concern with Design, Safety, and/or Congestion	21	6.3%
Guideline, Plan and/or Policy Updates	1	0.3%
5YTP Project-Specific	53	15.9%
Request for Additions or Changes	24	7.2%
General Comment or Question (including Opposition and Support)	20	6.0%
Concern with Design, Safety, and/or Congestion	9	2.7%
Financial/Investment Strategies	50	15.0%
Highway Program	25	7.5%
Multimodal Program	25	7.5%
Transportation Resiliency	8	2.4%
Concern over the Environmental Impacts of Projects	5	1.5%
Guideline, Plan and/or Policy Updates	3	0.9%
Equity and Inclusion	5	1.5%
General Comment or Question (including Opposition and Support)	2	0.6%
Guideline, Plan and/or Policy Updates	2	0.6%
Request for Additions or Changes	1	0.3%
Total	334	100%

Stakeholder Outreach and Engagement

Public Comments

Statewide - 163 Comments

Complete Streets/Multimodal	59
Guideline, Plan and/or Policy Update	34
Expressed support for greater emphasis on mobility and multimodal accessibility in planning	29
Request for greater emphasis on trip reduction programs and transportation demand management	1
Requested greater emphasis on Complete Streets policy in road projects	1
Requested greater emphasis on vulnerable road users' safety as part of the design process	1
Suggested an informational/educational campaign around raising awareness of vulnerable roadway users and watching for bicyclists	1
Suggested more bicycle awareness and safety education for the public	1
Support for More Safety and Mobility Infrastructure	16
Request for more use of protected bicycle lanes	5
Suggested expansion of passenger rail services across the state	3
Expressed support for expansion of commercial air service	1
Expressed support for MDOT's continued collaboration with Greyhound on intercity bus services	1
Expressed support for statewide high-speed rail	1
Requested greater emphasis on vulnerable road users' safety as part of the design process	1
Suggested adding alert technology and signals for bicycle lanes at intersections	1
Expressed support for accelerated rail project	1
Expressed concern over plans to acquire and test electric autonomous buses	1
Expressed support for greater investment in shoulder usage for bicycle and pedestrian use	1
General Comment or Question (including Opposition and Support)	9
Expressed support for greater emphasis on mobility and multimodal accessibility in planning	6
Inquired over process for dead animal disposal	1
Inquired about plans for passenger transportation	1
Inquired how MDOT is making progress on Vision Zero goals	1

Stakeholder Outreach and Engagement

Equity and Inclusion	4
<i>General Comment or Question (including Opposition and Support)</i>	2
Request for greater emphasis on equitable and inclusionary values when investing in and maintaining capital assets	1
Requested more information on MDOT's equity and inclusion goals	1
Guideline, Plan and/or Policy Updates	2
Request for greater emphasis on equitable and inclusionary values when investing in and maintaining capital assets	1
Suggested a greater emphasis on identifying different types of vulnerable road users	1
Financial/Investment Strategies	47
<i>Highway Program</i>	24
Expressed concern over increasing costs of road and bridge construction	10
Inquired on the cost-benefits of the 5YTP Highway Program investments to users	8
Expressed support for investing in roads and bridges	6
<i>Multimodal Program</i>	23
Expressed support for greater investments in mobility and multimodal accessibility	16
Expressed concern over investing in bicycle and pedestrian improvements	4
Requested more HSIP funding for bicycle and pedestrian improvements	1
Expressed opposition to investing in passenger rail service	1
Expressed support for investing in passenger rail service	1
Non-(5YTP) Project-Specific	45
<i>Concern Over Road and/or Bridge Conditions</i>	17
Expressed concern over conditions of statewide roads and bridges	13
Expressed support for projects in the current program	3
Expressed concern over length of time to complete projects	1
<i>Request for Additions or Changes</i>	12
Suggested changes to pavement markings	9
Suggested changes to signage in construction zones	1
Requested more noise abatement along freight routes	1
Suggested more parking for semi-trucks at rest areas	1

Stakeholder Outreach and Engagement

<i>General Comment or Question (including Opposition and Support)</i>	10
Inquired how citizens can better engage with MDOT	3
Expressed appreciation for comment opportunity	2
Inquired on process for sign correction and/or replacement	2
Expressed concern over accessibility to project and program information	1
Inquired how public comments on the program are used	1
Inquired on trails crossing signal phases and light patterns	1
<i>Concern with Design, Safety, and/or Congestion</i>	6
Expressed concern over congestion from lane closures in construction zones	4
Expressed safety concerns over pavement markings for center turn lanes	1
Suggested a Distracted Driver campaign to promote awareness and safety of bicyclists	1
Transportation Resiliency	8
<i>Concern over the Environmental Impacts of Projects</i>	5
Expressed concern over the impacts of highway investments on climate change	3
Expressed concern over how projects in the program contribute to meeting goals in the MI Healthy Climate Plan	2
<i>Guideline, Plan and/or Policy Updates</i>	3
Requested greater emphasis on implementing performance measures that reduce VMT and carbon emissions	2
Expressed support for electrifying the Michigan Line in collaboration with Amtrak and other host railroads	1

Bay - 10 Comments

Non-(5YTP) Project-Specific	7
<i>Concern with Design, Safety, and/or Congestion</i>	3
Expressed concern over safety on I-75 Exit 116 and 118 entrance ramps	1
Expressed concern over lane closures and signs in work zones	1
Expressed concern over road conditions on M-47	1
<i>General Comment or Question (including Opposition and Support)</i>	2
Inquired on the process for selection of a roundabout at the US-23 connector to I-75 at M-13	1
Requested a greater emphasis on mobility and multimodal accessibility in planning	1

Stakeholder Outreach and Engagement

Bay Continued -

<i>Guideline, Plan and/or Policy Updates</i>	1
Expressed concern over evaluation methods for determining application of road diets	1
<i>Request for Additions or Changes</i>	1
Suggested changes to pavement markings	1
5YTP Project-Specific	2
<i>Request for Additions or Changes</i>	2
Request to convert a westbound lane of M-58 East from M-84 to Michigan Avenue to a multi-use nonmotorized segregated path	1
Suggested extending the M-54 (Atherton Road-to-Leith Street) project to north of Maple Avenue and south of Bristol Road	1
Complete Streets/Multimodal	1
<i>Guideline, Plan and/or Policy Updates</i>	1
Expressed support for greater emphasis on mobility and multimodal accessibility in Flint area	1

Grand - 14 Comments

Non-(5YTP) Project-Specific	7
Concern Over Road and/or Bridge Conditions	3
Expressed concern over pavement condition on I-96 at Exit 141	1
Expressed concern over pavement conditions on westbound I-96 in Grand Rapids	1
Expressed concern over pavement conditions on M-37 north of Newaygo	1
Concern with Design, Safety, and/or Congestion	2
<i>Expressed concern over road conditions on northbound M-37</i>	1
Expressed concern over congestion on M-11 from I-196 west to Remembrance Road	1
Request for Additions or Changes	2
Request for left turn signal at M-11 (Wilson Avenue) and Leonard Street	1
Requested adding westbound I-96 between 28th and Fulton streets to current program	1
Complete Streets/Multimodal	4
Support for More Safety and Mobility Infrastructure	3
Expressed support for right-sizing roads in Grand Rapids with more multimodal improvements	1
Request for more use of protected bicycle lanes	1
Suggested right-sizing M-46 from Shonat Street east to Maple Island Road	1

Stakeholder Outreach and Engagement

<i>Guideline, Plan and/or Policy Updates</i>	1
Expressed support for greater emphasis on mobility and multimodal accessibility in Grand Rapids	1
5YTP Project-Specific	3
General Comment or Question (incl. Opposition and Support)	2
Inquired about plans for the US-131 Active Traffic Management project	1
Inquiry on schedule for work on working on US 31 between Hoague and Sugar Grove Roads	1
<i>Request for Additions or Changes</i>	1
Suggested right-sizing for M-46 (Muskegon Avenue) to Home Street	1

Metro - 60 Comments

Complete Streets/Multimodal	26
<i>Support for More Safety and Mobility Infrastructure</i>	14
Request for more use of protected bicycle lanes in Detroit	2
Expressed support for right-sizing roads in Detroit	1
Expressed support for the New Center Intermodal Facility (NCIF) project	1
Request for garbage cans at transit stops in Detroit	1
Request for more sheltered bus stops in Detroit	1
Request for traffic calming on local roads in downtown Detroit	1
Expressed support for light rail between Detroit and Ann Arbor	1
Expressed support for adding pedestrian crossings for I-94 in Chesterfield	1
Request for pedestrian and bicycle improvements on Hines Drive over Old M-14 in Livonia	1
Suggested bicycle lanes on US-24 (Telegraph Road) in Wayne and Oakland Counties	1
Suggested conversion of Ford Road into a multimodal boulevard with protected bicycle lanes and roundabouts	1
Suggested pedestrian crossing at 6 Mile Road and I-275	1
Suggested expansion of passenger rail services across the state	1
<i>Guideline, Plan and/or Policy Updates</i>	12
Expressed support for greater emphasis on mobility and multimodal accessibility in Detroit	11
Request for more use of protected bicycle lanes in lieu of pavement markings	1
5YTP Project-Specific	22
General Comment or Question (including Opposition and Support)	10

Stakeholder Outreach and Engagement

Expressed support for I-375 reconstruction	2
Expressed support for the I-94 modernization project	1
Inquired on the timeline for completion of the I-375 project	1
Inquired on the timeline for work at 11 Mile Road and I-75	1
Expressed concern over I-275 rebuilding	1
Expressed concern over noise, pollution, and safety of the design I-375 rebuilding project	1
Expressed concern over the design of the I-94 modernization project	1
Expressed concern over the I-94 rebuilding project	1
Expressed opposition to the I-375 project	1
Request for Additions or Changes	9
Requested I-375 be converted back into a street rather than an at-grade boulevard	1
Requested M-39 (Southfield Freeway) be converted into a multimodal boulevard	1
Requested the addition of light poles on I-275 between the I-96/I-275/M-14 interchange and the I-96/I-696/M-10 interchange	1
Requested the addition of multimodal improvements on I-375	1
Requested the addition of multimodal improvements on M-153 west of Sheldon Road to west of Lotz Road	1
Suggested changing the boundaries of the I-696 project from Lahser Road to I-275 project to I-75	1
Suggested dedicated turn lanes off I-375 into the casino parking garage	1
Suggested reducing the number of lanes included in the design for I-375	1
Suggested removal of the parking garage in the New Center Intermodal Facility design	1
Concern with Design, Safety, and/or Congestion	3
Expressed concern of over safety of I-375 boulevard design	3
Non-(5YTP) Project-Specific	9
Concern with Design, Safety, and/or Congestion	6
Expressed concern over lane closures and signs in work zones	2
Requested adding intersection of 8 Mile Road and Van Dyke Avenue to current program	1
Expressed concerns over ramp lengths along southbound I-75 and M-59	1
Expressed concern over routine maintenance on southbound I-75 from eastbound M-59	1
Suggested redesign of M-59 and I-75 entrance and exit ramps	1

Stakeholder Outreach and Engagement

Concern Over Road and/or Bridge Conditions	1
Expressed concern over conditions on Middle Belt Road between Plymouth Road and I-96	1
General Comment or Question (including Opposition and Support)	1
Expressed support for projects in the current program	1
Request for Additions or Changes	1
Suggested left-side ramps on I-75 at exits 93 and 106	1
Financial/Investment Strategies	2
Multimodal Program	2
Inquired on how the grant for the Coleman C. Young Airport Improvement Plan is being invested	1
Expressed support for greater investments in mobility and multimodal accessibility in Detroit	1
Equity and Inclusion	1
Request for Additions or Changes	1
Requested rebuilding Fisher and John C. Lodge freeways as at-grade boulevard to reconnect bifurcated neighborhoods	1

North - 22 Comments

Complete Streets/Multimodal	11
Support for More Safety and Mobility Infrastructure	11
Suggested sidewalk connections in several areas along M-72 in Grayling	2
Request for sidewalks and trail facilities on the south side of M-72 from east of Mount Hope Road to Hilltop Way	1
Requested sidewalks on US-31 from Van Buren Street to M-55	1
Suggested a nonmotorized crossing on North Down River Road and I-75 exchange east of Grayling	1
Suggested adding 3.3 miles of trail in the US-31 right of way between Torch Lake and Eastport as part of the Nakwema Trailway to the current program	1
Suggested adding improvements to the pedestrian crossing of the US-31/M-72 intersection to the current program	1
Suggested adding the Elk Rapids-to-Maple Bay segment of the Nakwema Trailway to the current program	1
Suggested adding the Pathway to Good Harbor segment of the Sleeping Bear Heritage Trail to the current program	1
Suggested sidewalk connection along the southbound I-75 BL in Grayling	1
Suggested the Virgil Street bridge project over I-96 be designed to accommodate the River Rouge Greenway	1

Stakeholder Outreach and Engagement

Non-(5YTP) Project-Specific	6
<i>Request for Additions or Changes</i>	3
Requested a roundabout at M-72/US-131 intersection	1
Requested signal retiming or sensor at US-31/M-72 intersection	1
Requested a roundabout at Youker Road/US-31 intersection	1
<i>Concern Over Road and/or Bridge Conditions</i>	2
Expressed concern over road conditions on Bluff Road in Traverse City	1
Expressed concern over road conditions on M-68	1
<i>General Comment or Question (including Opposition and Support)</i>	1
Requested information on multimodal investments in Alpena County	1
5YTP Project-Specific	4
<i>Request for Additions or Changes</i>	3
Expressed support for greater emphasis on mobility and multimodal accessibility in planning	2
Requested the addition of multimodal improvements on M-72 east from US-31 north to M-72	1
<i>General Comment or Question (including Opposition and Support)</i>	1
Expressed concern over lane reduction and Wisconsin Avenue/Grandview Boulevard roundabout on I-75 BL	1
Financial/Investment Strategies	1
<i>Highway Program</i>	1
Inquired how small townships in North Region can acquire more financial support for road and bridge improvements	1

Southwest - 15 Comments

Non-(5YTP) Project-Specific	10
<i>Request for Additions or Changes</i>	4
Requested a roundabout at the M-96/M-294 intersection	1
Requested replacement of the Helmer Road bridge over I-94 be added to the current program	1
Requested resurfacing of M-63 between I-94 and Hilltop Road to current program	1
Requested addition of US-131 BS to current program	1
<i>Concern Over Road and/or Bridge Conditions</i>	3
Expressed concern over condition on M-40 between Paw Paw and Lawton	2
Express concern over conditions at the M-66/I-94 interchange	1

Stakeholder Outreach and Engagement

<i>General Comment or Question (including Opposition and Support)</i>	3
Inquired on plan for US-23 entering Michigan from Ohio	1
Expressed concern over condition at Columbia Avenue and M-96	1
Expressed concern over signal work at US-131 BL and Hoffman Road	1
5YTP Project-Specific	3
<i>General Comment or Question (including Opposition and Support)</i>	2
Expressed support for US-131 between Schoolcraft and Three Rivers	1
Expressed support for US-131 BR interchange improvements	1
Request for Additions or Changes	1
Requested delays to the M-89 over GTW Railroad project to accommodate replacement of the concrete channel beneath the bridge	1
Complete Streets/Multimodal	2
<i>Support for More Safety and Mobility Infrastructure</i>	2
Request for protected bicycle lane from the junction of M-60/M-62 to the M-60/Decatur Road intersection	1
Suggested sidewalk connections in several areas along M-63 from M-139 to Hilltop Road	1

Superior - 5 Comments

Complete Streets/Multimodal	4
<i>Support for More Safety and Mobility Infrastructure</i>	3
Request for more use of protected bicycle lanes in Marquette	1
Expressed support for bicycle-pedestrian improvements along M-95 from Hamilton Avenue to Woodward Avenue in Kingsford	1
Expressed support for bicycle-pedestrian improvements along US-8 from Fairview Drive N to US-2 in Norway	1
<i>Guideline, Plan and/or Policy Updates</i>	1
Expressed support for greater emphasis on mobility and multimodal accessibility in Marquette	1
Non-(5YTP) Project-Specific	1
<i>Concern with Design, Safety, and/or Congestion</i>	1
Expressed concern over pedestrian and bicycle safety on M-28 in Au Train	1

Stakeholder Outreach and Engagement

University - 45 Comments

5YTP Project-Specific	19
<i>Request for Additions or Changes</i>	8
Requested M-99 from Holt Highway to Edgewood Boulevard be advanced in the current program	1
Requested the addition of multimodal improvements on Old 155 (Michigan Avenue) to High Hilcrest Drive	1
Requested the addition of multimodal improvements on US-23 BR from I-94 BL to M-14	1
Requested the design of M-14 from I-94 to US-23 BR be changed to an at-grade boulevard	1
Requested US-23 from M-14 to I-94 be advanced in the current program	1
Requested converting on-street parking to protected bicycle lanes on M-17 bridge over the Huron River	1
Requested converting on-street parking to protected bicycle lanes on US-12 BR	1
Requested protected bike lanes on US-23 BR from I-94 BL to M-14	1
<i>Concern with Design, Safety, and/or Congestion</i>	6
Suggested right-sizing and multimodal improvements on US-23 BR from I-94 BL to M-14	2
Expressed concern over safety of M-14 from I-94 to US-23 BR as a freight route	1
Expressed concerns over the design of M-14 from I-94 to US-23 in Washtenaw County	1
Requested relocation of storm drains at the I-75 connector	1
Suggested adding Platt Road-to-State/Moon Road to the US-12 (Carpenter Road-to-I-94) project	1
General Comment or Question (including Opposition and Support)	5
Expressed support for a future Metropark-to-state park connector project	1
Inquired on whether a flex lane will be considered on US-23 from M-14 to I-94	1
Expressed support for the US-23 project from M-14 to I-94	1
Expressed support for US-23 Flex Route extension	1
Inquired on completion of the M-21 entrance ramp to eastbound I-96 and exit ramp from westbound I-96	1
Non-(5YTP) Project-Specific	17
<i>Request for Additions or Changes</i>	9
Requested improvements to the entrance and exit ramps at US-23 and Michigan Avenue	1
Requested improvements to Walnut Street in downtown Lansing	1
Requested roundabouts at the US-23 northbound and southbound Clyde Road exits	1
Requested improvements to M-59 between Howell and Hartland to current program	1

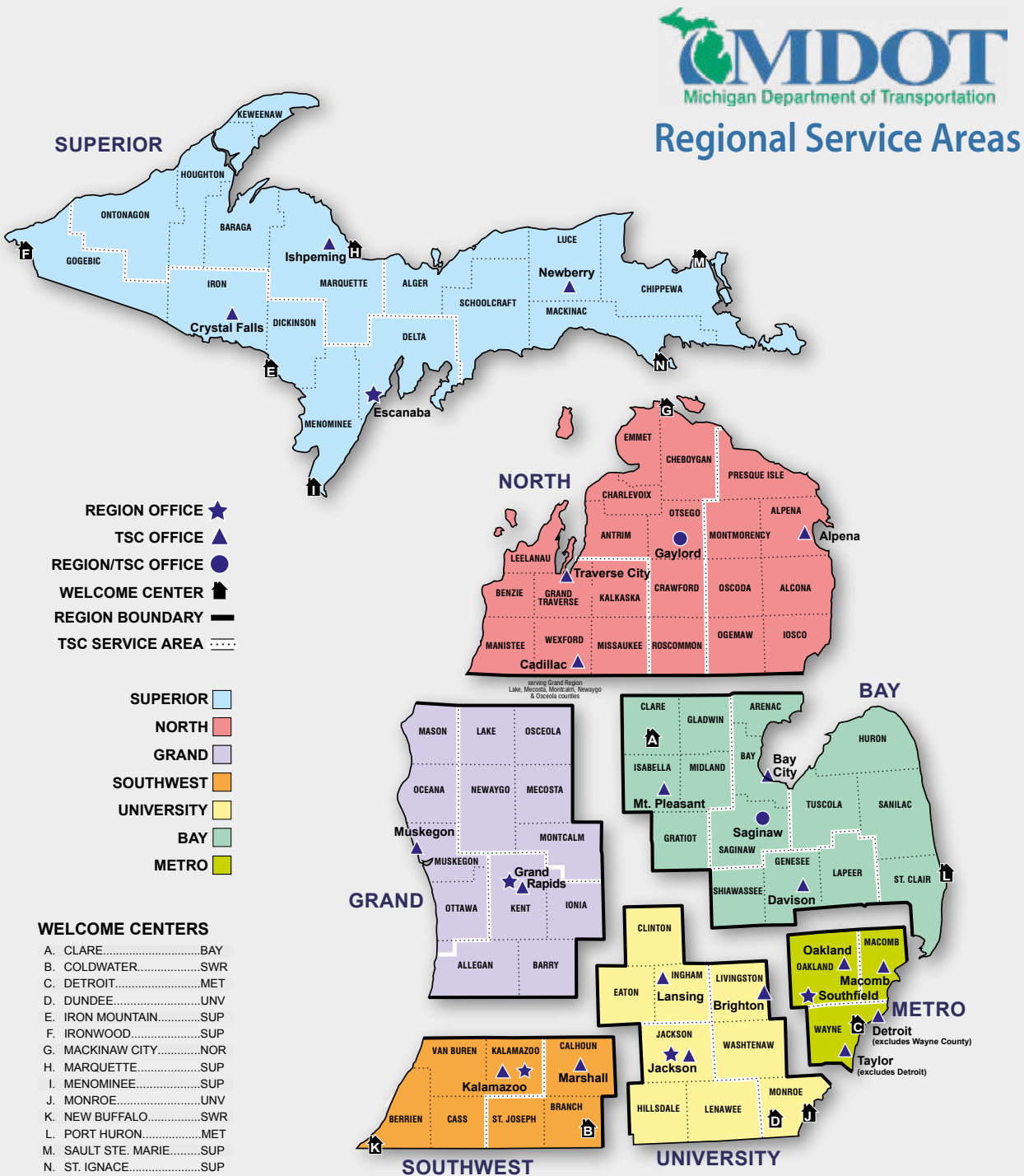
Stakeholder Outreach and Engagement

Requested expansion of dynamic message signs on I-96	1
Requested replacement of asphalt on US-23 between I-94 and Willow Road	1
Requested a redesign of the I-94/US-23 interchange	1
Requested M-59 be converted to a boulevard or three lanes continuously between Howell and Hartland	1
Requested noise abatement on M-14 from I-94 to US-23 BR	1
<i>Concern Over Road and/or Bridge Conditions</i>	4
Expressed concern over condition on Washtenaw Avenue east of Summit	1
Expressed concern over conditions on M-17 through Ypsilanti	1
Expressed concern with condition on US-23	1
Inquired when eastbound M-17 will be resurfaced	1
<i>Concern with Design, Safety, and/or Congestion</i>	3
Expressed concern over lanes closures and signage in construction zones	1
Expressed concern with condition of I-96 over the Grand River Avenue interchange	1
Expressed concerns over proximity of M-155 to residential property	1
General Comment or Question (including Opposition and Support)	1
Inquired on variable speed limits on US-23 general use lanes when express lanes are open	1
Complete Streets/Multimodal	9
<i>Support for More Safety and Mobility Infrastructure</i>	6
Requested pedestrian and bicycle improvements on M-17 from Carpenter Road to Summit Road	2
Requested more use of protected bike lanes in Monroe County	1
Requested addition of nonmotorized corridors, lanes and signs along M-50, M-79, and M-100 in Eaton County	1
Requested more use of protected bicycle lanes in Lansing	1
Requested pedestrian and bicycle improvements on Old 155 (Michigan Ave) to point of ending High Hilcrest Drive	1
<i>General Comment or Question (including Opposition and Support)</i>	2
Suggested a study on bicycle path usage for US-127	1
Expressed support for Main Street projects in Lansing	1
<i>Guideline, Plan and/or Policy Updates</i>	1
Expressed support for greater emphasis on mobility and multimodal accessibility in planning	1
Grand Total	334

Project Lists

The following section contains a list of road and bridge projects, divided by MDOT region, to be obligated and/or built between FY 2023 and 2027. Projects funded with RBMP funds are highlighted for ease of reference.

For more information on projects and 5YTP updates, please visit www.Michigan.gov/MDOT5YearProgram.



BAY REGION											
BRIDGE - BIG BRIDGE PROGRAM											
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027		
Bay	M-13 (Lafayette Bridge EB/WB)	over the East Channel of the Saginaw River	Bridge Replacement			\$		CON			
Bay	M-13	over the East Channel of the Saginaw River	Bridge Replacement			\$		CON			
Bay	M-25 (Vets Memorial)	over Saginaw River	Bridge Rehabilitation			\$	CON				
Bay	M-25 S	over Saginaw River and JFK Drive	Substructure Repair			\$	CON				
Saginaw	Adams/I-75 S Ramp	over Saginaw River, M-13, and Grand Trunk Western Railroad	Bridge CSM			\$	CON				
Saginaw	I-75 N	over Saginaw River, M-13, and Grand Trunk Western Railroad	Healer Sealer			\$	CON				
Saginaw	I-75 S	over Saginaw River, M-13, and Grand Trunk Western Railroad	Healer Sealer			\$	CON				
Saginaw	Adams/I-75 S Ramp	over Saginaw River, M-13, and Grand Trunk Western Railroad	Healer Sealer			\$	CON				

BAY REGION											
BRIDGE REPLACEMENT AND PRESERVATION											
St. Clair	M-29	over Swan Creek	Bridge CPM				\$				
St. Clair	M-29	over Swan Creek	Overlay - Epoxy				\$				
Genesee	M-21	over CSX Railroad (Abandoned)	Bridge Replacement					\$	CON		
Genesee	M-21	over CSX Railroad (Abandoned)	Culvert Replacement					\$	CON		
Genesee	M-54 (S Dort Highway)	over Gilkey Creek	Bridge Replacement			\$	CON				
Genesee	M-54 (S Dort Highway)	over Gilkey Creek	Culvert Replacement			\$	CON				
Tuscola	M-46 (Sanilac Road)	over White Creek	Bridge Replacement			\$	CON				
Lapeer	M-53	Elk Lake Creek	Bridge Replacement			\$	CON				
Bay	US-10 E	Mackinaw Road over US-10	Bridge Replacement			\$					
Sanilac	M-46 (Sanilac Road)	over Black River	Bridge Replacement			\$	CON				
Genesee	I-475	Five structures over I-75	Bridge Rehabilitation			\$		CON			
Genesee	I-475 N	Hill Road over I-475	Overlay - Deep			\$		CON			
Genesee	I-475 N	Bristol Road (Old M-121) over I-475	Overlay - Deep			\$		CON			
Genesee	I-475 S	over Maple Road	Overlay - Deep			\$		CON			
Genesee	E 12th Street	over I-475	Overlay - Deep			\$		CON			
Genesee	I-475 N	over Maple Road	Overlay - Deep			\$		CON			
Genesee	I-475	Two structures over I-475	Bridge Miscellaneous			\$		CON			
Genesee	I-475 N	14th Street over I-475	Bridge Removal			\$		CON			
Genesee	I-475 N	Grand Trunk Western Railroad and Service Road over I-475	Bridge Removal			\$		CON			
Bay	US-10	Two structures on US-10	Bridge Rehabilitation			\$					
Bay	US-10 E	Three Mile Road over US-10	Overlay - Shallow			\$					
Bay	US-10 E	over Culver Drain	Overlay - Shallow			\$					
Genesee	I-475 S	over I-75 NB	Deck Replacement			\$		CON			
Genesee	I-475 N	Left Turn Lane No 1 over I-475	Deck Replacement			\$		CON			
Genesee	I-475 N	Hemphill Road over I-475	Deck Replacement			\$		CON			
Genesee	I-475 N	Left Turn Lane No 2 over I-475	Deck Replacement			\$		CON			
Genesee	I-475 N	over Thread Creek	Deck Replacement			\$		CON			
Gratiot	US-127	over Bad River	Bridge Rehabilitation			\$	CON				
Gratiot	US-127 N	over North Branch Bad River	Overlay - Shallow			\$	CON				

Legend:
=Projects funded with RBMP funds
EPE= Study/Environmental PE=Preliminary Engineering/Design PE-B=Preliminary Engineering/Design for Bridges
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BAY REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Gratiot	US-127 S	over North Branch Bad River	Overlay - Shallow		\$	CON				
Lapeer	M-90	over North Branch Flint River	Bridge Rehabilitation			\$	CON			
Lapeer	M-90	over North Branch Flint River	Overlay - Deep			\$	CON			
Midland	M-20	over Prairie Creek	Bridge Replacement		\$	CON				
Midland	M-20	M-20 over Prairie Creek	Bridge Replacement		\$	CON				
Midland	M-30	under M-30	Bridge Replacement			\$	CON			
Midland	M-30	over US-10	Bridge Replacement			\$	CON			
St. Clair	I-69	Allen Road over I-69	Bridge Replacement			\$	CON			
St. Clair	I-69 E	Allen Road over I-69	Deck Replacement			\$	CON			
Lapeer	M-24	over Fostoria Drain	Bridge Replacement			\$	CON			
Lapeer	M-24	over Fostoria Drain	Deck Replacement			\$	CON			
Genesee	I-69	16 Structures on I-69	Bridge Replacement				\$	CON		
Genesee	I-69 W	WB over Swartz Creek	Deck Replacement				\$	CON		
Genesee	I-69 E	EB over Elms Road	Deck Replacement				\$	CON		
Genesee	I-69 W	WB over Grand Trunk Western Railroad	Deck Replacement				\$	CON		
Genesee	I-69 E	EB over Miller Road	Deck Replacement				\$	CON		
Genesee	I-69 E	EB over Grand Trunk Western Railroad and Swartz Creek	Deck Replacement				\$	CON		
Genesee	I-69 E	EB over Bristol Road	Deck Replacement				\$	CON		
Genesee	I-69 W	WB over Miller Road	Deck Replacement				\$	CON		
Genesee	I-69 W	WB over Grand Trunk Western Railroad and Swartz Creek	Deck Replacement				\$	CON		
Genesee	I-69 E	EB over Linden Road	Deck Replacement				\$	CON		
Genesee	I-69	I-69 WB Ramp C over Miller Road	Deck Replacement				\$	CON		
Genesee	I-69 E	over Howland and Hewitt Drain	Deck Replacement				\$	CON		
Genesee	I-69 E	EB over Swartz Creek	Deck Replacement				\$	CON		
Genesee	I-69 W	WB over Linden Road	Deck Replacement				\$	CON		
Genesee	I-69 W	WB over Bristol Road	Deck Replacement				\$	CON		
Gratiot	US-127	over Bear Creek and Wolf Creek (2 Culverts)	Bridge Replacement		\$	CON				
Gratiot	US-127 N	over Wolf and Bear Creek	Culvert Replacement		\$	CON				
Gratiot	US-127 N	over Bear Creek	Culvert Replacement		\$	CON				
Midland	US-10	Two structures in Midland County	Bridge Replacement					\$	CON	
Midland	US-10 E	Stark Road over US-10	Bridge Replacement					\$	CON	
Midland	US-10 E	Hope Road over US-10	Bridge Replacement					\$	CON	
Genesee	I-75	Two structures in Genesee County	Bridge Replacement						\$	
Genesee	I-75 N	Carpenter Road over I-75	Bridge Replacement						\$	
Genesee	I-75 N	Coldwater Road over I-75	Bridge Replacement						\$	
Genesee	M-21	over Swartz Creek	Bridge Replacement					\$	CON	
Gratiot	US-127	4 bridges in Gratiot County	Bridge Replacement					\$	CON	
Gratiot	US-127 N	NB over US-127 BR (Polk Road)	Deck Replacement					\$	CON	
Gratiot	US-127 N	NB over Mid-Michigan Railroad	Deck Replacement					\$	CON	
Gratiot	US-127 S	SB over Mid-Michigan Railroad	Deck Replacement					\$	CON	
Gratiot	US-127 S	SB over US-127 BR (Polk Road)	Deck Replacement					\$	CON	
Sanilac	M-53	over Greenman Creek	Bridge Replacement				\$	CON		
Shiawassee	M-71	over Shiawassee River	Bridge Replacement			\$	CON			
Shiawassee	M-71	over Shiawassee River	Deck Replacement			\$	CON			
St. Clair	I-94 E (I-94 E)	Blue Water Bridge Plaza	Reconstruction	0.939	\$				CON	

BAY REGION										
CAPACITY IMPROVEMENT										
St. Clair	I-94 W	I-94/I-69 WB over EB I-94/I-69 On Ramp	Concrete Reconstruction		\$				CON	
St. Clair	I-94 W	WB over M-25 Connector	Concrete Reconstruction		\$				CON	
St. Clair	I-94 E	I-94 and I-69 over M-25 Pine Grove Avenue	Concrete Reconstruction		\$				CON	
St. Clair	I-94 E (I-94 E)	Blue Water Bridge Plaza	Reconstruction	0.913	\$				CON	
				1.852						

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BAY REGION										
NON-FREWAY RESURFACING PROGRAM (NFRP)										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Genesee	M-57 (Vienna Road)	M-54 (Dort Highway) to M-15 (N State Road)	Road Capital Preventive Maintenance	9.843	\$	CON				
Gladwin	M-18	First Street to Gladwin/Roscommon County Line	Road Capital Preventive Maintenance	17.705	\$	CON				
St. Clair	I-69 BL W (Griswold Street)	24th Street to I-94 BL	Road Capital Preventive Maintenance	1.423	\$					
Huron	M-25	Helena Road to Fairway Drive	Road Capital Preventive Maintenance	4.499	\$					
Saginaw	M-13	M-57 to Fry Road	Road Capital Preventive Maintenance	8.378		\$	CON			
Lapeer	M-90	M-24 to North Branch	Road Capital Preventive Maintenance	5.791		\$	CON			
Huron	M-25	Tuscola/Huron County Line to Myers Road	Road Capital Preventive Maintenance	3.730	\$					
Sanilac	M-90 (Peck Road)	Sandusky Road to Black River Road	Road Capital Preventive Maintenance	9.484		\$	CON			
				60.853						

BAY REGION										
OPERATIONS										
St. Clair	M-136 (Keewahdin Rd)	M-136 at North Road	Traffic Safety	0.201	\$					
Lapeer	M-53 (Van Dyke Rd)	M-53 at St Clair St	Traffic Safety				\$			
				0.201						

BAY REGION										
REST AREAS										
St. Clair	I-94 (Adair Rest Area)	Adair Rest Area	Roadside Facilities - Improve	0.100						
Lapeer	I-69	Five Lakes Rest Area	Roadside Facilities - Preserve			\$				
Bay	I-75	Bay City Rest Area	Roadside Facilities - Improve				\$	CON		
				0.100						

BAY REGION										
ROAD - REHABILITATION AND RECONSTRUCTION										
St. Clair	M-29 (Dixie Highway)	County Line Road to Church Road	Road Rehabilitation	1.878			\$	CON		
Gratiot	US-127	M-57 to Bagley Road	Road Rehabilitation	6.544	\$	CON				
Lapeer	M-53 (VanDyke Road)	Bowers Road to Deanville Road	Road Rehabilitation	8.185	\$	CON				
Bay	US-10 W	7 Mile Road to Bay City	Reconstruction	5.485	\$					
Sanilac	M-46 (Sanilac Road)	M-46 and M-19	Reconstruction	9.080	\$	CON				
Lapeer	M-53 (S Van Dyke Road)	Newark Road to Capac Road	Road Rehabilitation	1.901			\$	CON		
Saginaw	M-58 E (State Street)	E M-58, Avalon Street to M-84	Reconstruction	1.174		\$	CON			
Midland	M-20 (E Isabella Rd)	M-30 to Currie Parkway	Road Rehabilitation	5.674	\$	CON				
Genesee	M-54 (S Dort Highway)	Atherton Road to Leith Street	Road Rehabilitation	3.713	\$	CON				
Sanilac	M-25 (Lakeshore Road)	Frenchline Road	Road Rehabilitation	0.213						\$
Midland	US-10 BR/M-20 (E Lyon Road)	Jerome Street to Washington Street	Reconstruction	1.954			\$	CON		
St. Clair	I-94 BL (Gratiot Boulevard)	I-94 to M-29	Road Rehabilitation	2.653		\$	CON			
St. Clair	M-29 (Dixie Highway)	Church Road to Palms Road	Road Rehabilitation	3.627			\$			
Bay	M-25 W (East Jenny Street)	M-25 Freeway end east to Walnut Street	Reconstruction	1.262		\$			CON	
Bay	M-25 E (West Thomas Street)	M-25 Freeway end to Walnut Street	Reconstruction	1.211		\$			CON	
Lapeer	I-69	Lake George Road to Newark Road	Reconstruction	1.887		\$	CON			
Clare	US-127	Long Lake Road to the Clare/Roscommon County Line	Road Rehabilitation	3.989			\$	CON		
Isabella	US-127	M-20 to River Road	Road Rehabilitation	1.930		\$	CON			
St. Clair	I-69 BL EB (Oak Street)	32nd Street to I-94 BL	Road Rehabilitation	1.959					\$	CON

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2023-2027 FIVE-YEAR TRANSPORTATION PROGRAM

BAY REGION										
ROAD - REHABILITATION AND RECONSTRUCTION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
St. Clair	M-29 (Busha Highway)	River Road to I-94 BL	Road Rehabilitation	4.648				\$	CON	
Genesee	I-475	Bristol Road to Thread Creek and Flint River to Carpenter Road	Reconstruction	5.290	\$		CON			
Genesee	I-475 N	over Horton Avenue	Reconstruction		\$		CON			
Genesee	I-475 N	Grand Trunk Western Railroad over I-475	Reconstruction		\$		CON			
Genesee	I-475 N	over M-54 BR (Saginaw Street)	Reconstruction		\$		CON			
Genesee	I-475 N	Carpenter Road over I-475	Reconstruction		\$		CON			
Genesee	I-475 N	Terry Street over I-475	Reconstruction		\$		CON			
Genesee	I-475	over Selby to I-475 SB On Ramp	Reconstruction		\$		CON			
Genesee	I-475 N	Coldwater Road over I-475	Reconstruction		\$		CON			
Genesee	I-475 N	over Left Turn Lane No 3	Reconstruction		\$		CON			
Genesee	I-475 N	over Leith Street	Reconstruction		\$		CON			
Genesee	I-475	over Ramp F I-475	Reconstruction		\$		CON			
Genesee	I-475 N	over Flint River, W Boulevard and R Side Drive	Reconstruction		\$		CON			
Genesee	I-475 N	over CSX Railroad and Pierson Road	Reconstruction		\$		CON			
Genesee	I-475 N	Cornell Avenue over I-475	Reconstruction		\$		CON			
Genesee	I-475 N	Selby Street over I-475	Reconstruction		\$		CON			
Genesee	I-475 N	over Stewart Avenue	Reconstruction		\$		CON			
Genesee	I-475 N	over CSX Railroad and NB Service Road (Abandoned)	Reconstruction		\$		CON			
Genesee	I-475 N	over Ramp C I-475	Reconstruction		\$		CON			
Genesee	I-475 N	I-475 Ramp B over I-475	Reconstruction		\$		CON			
Genesee	I-475 N	over Gibson Drain	Reconstruction		\$		CON			
Genesee	I-475 N	Russell Avenue over I-475	Reconstruction		\$		CON			
Genesee	I-475 N	over Massachusetts Avenue	Reconstruction		\$		CON			
Genesee	I-475 N	over Atherton Road	Reconstruction		\$		CON			
Genesee	M-21 (Corunna Road)	Morrish Road to I-75	Road Rehabilitation	4.104			\$	CON		
Genesee	I-475	Thread Creek to Flint River and 10 Structure Locations	Reconstruction	2.600			\$		CON	
Genesee	I-475 N	Fifth Street, M-21 over I-475 and Ramps C and D	Reconstruction				\$		CON	
Genesee	I-475 N	Court Street WB over I-475	Reconstruction				\$		CON	
Genesee	I-475 N	Third Street over I-475	Reconstruction				\$		CON	
Genesee	I-475 N	Second Street over I-475	Reconstruction				\$		CON	
Genesee	I-475 N	over Davison Avenue and Broadway Avenue	Reconstruction				\$		CON	
Genesee	I-475 N	E Longway Boulevard over I-475	Reconstruction				\$		CON	
Genesee	I-475 N	over Gilkey Creek	Reconstruction				\$		CON	
Genesee	I-475 N	Kearsley Street over I-475	Reconstruction				\$		CON	
Genesee	I-475 N	over Chavez Drive	Reconstruction				\$		CON	
Genesee	I-475 N	WB Longway Boulevard over I-475	Reconstruction				\$		CON	
Isabella	M-20	US-127 to Summerton Road	Road Rehabilitation	0.295			\$	CON		
Arenac	US-23	Santiago Road to South Point Lookout Road	Road Rehabilitation	5.279				\$	CON	
Saginaw	I-675 W/Veterans Memorial Ramp	I-675 at Veterans Memorial Parkway	Reconstruction	1.387		\$	CON			
Saginaw	I-675 S	SB Veterans Memorial Parkway over I-675	Reconstruction			\$	CON			
Bay	US-10 W	7 Mile Road to US-10 Railroad Bridge	Reconstruction	6.998				\$		
Gratiot	M-46 (M-46)	Montcalm/Gratiot County Line to Alger Road	Road Rehabilitation	8.999				\$	CON	
Huron	M-142 (State Street)	from west village limits of Harbor Beach to M-25	Road Rehabilitation	0.725				\$	CON	
Genesee	M-15	South Genesee County Line to I-69	Road Rehabilitation	9.861				\$	CON	
St. Clair	M-29 (Broadway Street)	Belle River to Marine City North City Limits	Road Rehabilitation	0.897					\$	
Sanilac	M-46 (Sanilac Road)	Goetze Road to Port Sanilac	Road Rehabilitation	4.049					\$	
Genesee	I-75 N	Court Street to North Junction I-475	Road Rehabilitation	6.429					\$	
Lapeer	M-53	at I-69 Interchange	Road Rehabilitation	0.630					\$	
Lapeer	M-24	Dryden Road to Pratt Road	Reconstruction	1.554					\$	
Saginaw	M-58 E	M-84 to Michigan Avenue	Reconstruction	1.326					\$	
Clare	US-127 BR	Industrial Parkway to 3rd Street	Reconstruction	0.475					\$	

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2023-2027 FIVE-YEAR TRANSPORTATION PROGRAM

BAY REGION										
ROAD - REHABILITATION AND RECONSTRUCTION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Genesee	M-21 (W Court Street)	Swartz Creek to I-475	Reconstruction	0.887				\$	CON	
Shiawassee	M-71 (N Shiawassee Street)	McNeil Street to Corunna Avenue	Reconstruction	0.340		\$	CON			
St. Clair	I-94 BL (Huron Avenue)	Black River to Glenwood Avenue	Reconstruction	0.436			\$	CON		
Shiawassee	M-71 (S Washington Street)	Corunna Avenue to Main Street (M-21)	Reconstruction	0.356		\$	CON			
Genesee	M-15	South Street to Rising Street	Reconstruction	0.129				\$	CON	
Genesee	M-15	over Black Creek	Reconstruction					\$	CON	
				132.013						

BAY REGION										
TRAFFIC AND SAFETY - SAFETY PROGRAMS										
Isabella	M-20	At US-127 northbound ramps	Traffic Safety	0.207			\$	CON		
Genesee	US-23 N	Thompson Road to Baldwin Road	Traffic Safety	1.531		\$	CON			
Lapeer	M-24 (S Lapeer Rd)	at Bocker Road	Traffic Safety	0.300			\$			
Isabella	M-20 (E Pickard Rd)	at Summerton Road	Traffic Safety	0.250			\$	CON		
St. Clair	I-94 BL E	at Ravenswood Road	Traffic Safety	0.108						\$
				2.396						



GRAND REGION										
BRIDGE - BIG BRIDGE PROGRAM										
Kent	US-131 N	over Grandville Avenue	Bridge CPM				\$		CON	
Kent	US-131 N	over Grandville Avenue	Overlay - Epoxy				\$		CON	
Kent	US-131 S	over Grandville Avenue	Bridge CPM						\$	
Kent	US-131 S	over Grandville Avenue	Overlay - Epoxy						\$	

GRAND REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
Montcalm	US-131	Pierson Road and Lake Montcalm Road	Bridge CPM				\$	CON		
Montcalm	US-131 N	Pierson Road over US-131	Deck Patching				\$	CON		
Montcalm	US-131 S	Lake Montcalm Road over US-131 SB	Deck Patching				\$	CON		
Montcalm	US-131 N	Lake Montcalm Road over US-131 NB	Deck Patching				\$	CON		
Ionia	I-96	under Jordan Lake Road	Bridge Rehabilitation			\$	CON			
Ionia	I-96 E	Jordan Lake Road over I-96	Overlay - Shallow			\$	CON			
Muskegon	US-31 BR	US-31 BR SB/NB over Black Creek	Bridge Replacement			\$				

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2023-2027 FIVE-YEAR TRANSPORTATION PROGRAM

GRAND REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Muskegon	US-31 BR S	US-31 BR S over Black Creek	Bridge Replacement		\$					
Muskegon	US-31 BR N	US-31 BR N over Black Creek	Bridge Replacement		\$					
Kent	I-96	Fruit Ridge Road over I-96	Bridge Rehabilitation		\$					
Kent	I-96 E	Fruit Ridge Road over I-96	Overlay - Deep		\$					
Muskegon	US-31 S	Six structures along US-31 in Muskegon County	Bridge Replacement						\$	
Muskegon	US-31 S	White Lake Drive over US-31 SB	Deck Replacement						\$	
Muskegon	US-31 S	over Riley Thompson Road	Deck Replacement						\$	
Muskegon	US-31 N	over US-31 BR (Fruitvale Road)	Deck Replacement						\$	
Muskegon	US-31 S	over US-31 BR (Fruitvale Road)	Deck Replacement						\$	
Muskegon	US-31 N	White Lake Drive over US-31 NB	Deck Replacement						\$	
Muskegon	US-31 N	over Riley Thompson Road	Deck Replacement						\$	
Osceola	M-66	over Muskegon River	Bridge Rehabilitation			\$				
Osceola	M-66	over Muskegon River	Substructure Repair			\$				
Barry	M-43	over Coldwater River	Bridge Replacement			\$				
Kent	US-131	over West River Drive	Bridge Rehabilitation					\$	CON	
Kent	US-131 S	SB over West River Drive and MDOT Railroad (Abandoned)	Overlay - Deep					\$	CON	
Kent	US-131 N	NB over West River Drive and MDOT Railroad (Abandoned)	Overlay - Deep					\$	CON	
Kent	I-96	under Segwun Ave SE, Lowell Township, Kent County	Bridge Rehabilitation		\$	CON				
Kent	I-96 E	Segwun Road over I-96	Overlay - Shallow		\$	CON				
Kent	US-131/I-296 SB	Five Bridges along US-131/I-296 SB Downtown Grand Rapids	Bridge Rehabilitation						\$	
Kent	I-296 S	I-296 WB/US-131 SB over Ann Street	Overlay - Deep						\$	
Kent	I-296 S	US-131 SB over Leonard Street	Overlay - Deep						\$	
Kent	I-296 S	US-131 SB over 6th Street	Overlay - Deep						\$	
Kent	S US-131/I-196 E Ramp	SB over US-131 NB	Overlay - Deep						\$	
Kent	US-131 S	SB over I-196 EB	Overlay - Deep						\$	
Barry	M-66	over Quaker Brook	Bridge Replacement		\$	CON				
Barry	M-66	over Quaker Brook	Deck Replacement		\$	CON				
Kent	I-296/US-131 NB	Seven bridges along US-131/I-296 NB Corridor	Bridge Rehabilitation				\$		CON	
Kent	I-296 N	I-296 EB/US-131 NB over Ann Street	Overlay - Deep				\$		CON	
Kent	I-296 N	I-296 (US-131) NB over US-131 BR (Leonard)	Overlay - Deep				\$		CON	
Kent	I-196	I-296 NB On Ramp D over Parking Lot/Relief	Overlay - Deep				\$		CON	
Kent	US-131 N	I-296 EB (US-131 NB) over I-196 EB, M-21	Overlay - Deep				\$		CON	
Kent	US-131 N	NB over Pearl Street	Overlay - Deep				\$		CON	
Kent	I-296 N	NB over 6th Street	Overlay - Deep				\$		CON	
Kent	I-196	I-296 NB Ramp over Bridge Street	Overlay - Deep				\$		CON	
Barry	M-37 (E Green Street)	over Fall Creek	Bridge Rehabilitation			\$	CON			
Barry	M-37	over Fall Creek	Miscellaneous Rehabilitation			\$	CON			
Ionia	I-96	Morrison Lake Road over I-96 Boston Township, Ionia County	Bridge Rehabilitation				\$	CON		
Ionia	Morrison Lake Rd	over I-96	Overlay - Shallow				\$	CON		
Kent	I-96	3 Mile Road over I-96	Bridge Rehabilitation				\$	CON		
Kent	I-96 E	3 Mile Road over I-96	Overlay - Deep				\$	CON		
Kent	US-131 (14 Mile Road)	14 Mile Road (M-57) over US-131 Algoma Township, Kent County	Bridge Rehabilitation					\$	CON	
Kent	M-57	over US-131	Overlay - Deep					\$	CON	
Kent	US-131	12 Mile Road over US-131 Algoma Twp, Kent County	Bridge Rehabilitation					\$	CON	
Kent	US-131 N	12 Mile Road over US-131	Overlay - Deep					\$	CON	
Ionia	M-21	3 bridges along M-21 Corridor	Bridge Replacement					\$	CON	
Ionia	M-21	over Prairie Creek	Deck Replacement					\$	CON	
Ionia	M-21	over Maple River	Deck Replacement					\$	CON	

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2023-2027 FIVE-YEAR TRANSPORTATION PROGRAM

GRAND REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Ionia	M-21	over Stoney Creek	Deck Replacement						\$	CON
Oceana	US-31	over US-31	Bridge CPM						\$	CON
Oceana	US-31 BR	over US-31	Pin & Hanger Replacement						\$	CON
Osceola	M-66	over Doc and Tom Creek	Bridge Replacement			\$				
Osceola	US-10	over the Hersey River	Bridge Rehabilitation		\$	CON				
Osceola	US-10 BR	over Hersey River	Overlay - Deep		\$	CON				
Osceola	US-10	over Hersey River	Overlay - Deep		\$	CON				
Kent	US-131	Pine Island Drive over US-131	Bridge CPM						\$	CON
Kent	Pine Island Drive NE	over US-131	Deck Patching						\$	CON
Kent	US-131	10 Mile Road over US-131	Bridge CPM						\$	CON
Kent	US-131 N	10 Mile Road over US-131	Deck Patching						\$	CON
Allegan	US-131	Two bridges on US-131 over the Grand Elk Railroad	Bridge CPM						\$	CON
Allegan	US-131 N	NB over Grand Elk Railroad	Substructure Patching						\$	CON
Allegan	US-131 S	SB over Grand Elk Railroad	Substructure Patching						\$	CON

GRAND REGION										
REPAIR AND REBUILD ROADS										
Kent	M-37	32nd Street over M-37	Bridge Replacement						\$	CON
Kent	I-96	M-37/M-44 (E Beltline Avenue) over I-96 from Grand Elk Railroad to Bradford Street	Bridge Replacement	0.335				\$	CON	
Kent	I-96 E	M-44 (E Beltline Avenue) over I-96	Bridge Replacement					\$	CON	
Muskegon	US-31	2 Structures over US-31 in Muskegon County	Bridge Rehabilitation							\$
Muskegon	US-31 S	Lakewood Road over US-31 SB	Overlay - Deep							\$
Muskegon	US-31 N	Lakewood Road over US-31 NB	Overlay - Deep							\$
Allegan	I-196	over the CSX Railroad	Bridge Rehabilitation			\$	CON			
Allegan	I-196 W	WB over CSX Railroad	Substructure Repair			\$	CON			
Allegan	I-196 E	EB over CSX Railroad	Substructure Repair			\$	CON			
Kent	US-131 (Franklin Street)	Franklin Street over US-131	Bridge Replacement					\$	CON	
Kent	Old 196	over US-131 and CSX Railroad	Deck Replacement					\$	CON	
Osceola	M-115	over the West Branch of the Middle Branch River	Bridge CPM					\$	CON	
Osceola	M-115	over the West Branch of the Middle Branch River	Scour Protection					\$	CON	
Muskegon	US-31 S	4 structures along US-31 NB/SB over Colby Road and Walsh Road	Bridge CPM							\$
Muskegon	US-31 S	over Walsh Road	Overlay - Epoxy							\$
Muskegon	US-31 N	over Walsh Road	Overlay - Epoxy							\$
Muskegon	US-31 N	over US-31 BR (Colby Road)	Overlay - Epoxy							\$
Muskegon	US-31 S	over US-31 BR (Colby Road)	Overlay - Epoxy							\$
Ionia	I-96	Peake Road over I-96	Bridge Replacement					\$	CON	
Muskegon	M-46	over Crockery Creek	Bridge Replacement					\$	CON	
Kent	US-131 NB/I-96 WB	Two structures along the US-131 NB Ramp to I-96 WB	Bridge Rehabilitation		\$		CON			
Kent	US-131 N/W I-96 Ramp	WB I-296 Connector over I-96 EB	Bridge Barrier Railing Replace		\$		CON			
Kent	US-131 N/I-96 Ramp	I-296 Connector to WB I-96 over US-131 SB, CR and CSX Railroad	Bridge Barrier Railing Replace		\$		CON			
				0.335						

GRAND REGION										
FREEWAY RESURFACING PROGRAM										
Kent	I-96	M-37 east to Cascade Road	Road Capital Preventive Maintenance	2.682		\$	CON			
Mason	US-31	from north of Meisenheimer Road to Chauvez Road	Road Rehabilitation	2.181	\$					
				4.863						

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2023-2027 FIVE-YEAR TRANSPORTATION PROGRAM

GRAND REGION									
NON-FREEWAY RESURFACING PROGRAM (NFRP)									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027
Barry	M-79 (Scott Road)	from Barryville Road east to Nashville West Village Limits	Road Capital Preventive Maintenance	3.330		\$	CON		
Barry	M-43	from Sheffield Road north to Bush Street	Road Capital Preventive Maintenance	4.933		\$	CON		
Osceola	M-61	from M-115 east to Osceola/Clare County Line	Road Capital Preventive Maintenance	3.880	\$	CON			
Mecosta	M-20	Hewlett Street (Remus) east to the Mecosta/Isabella County Line	Road Capital Preventive Maintenance	2.817	\$				
Oceana	US-31 Old	from M-20 north to Shelby South Village Limits	Road Capital Preventive Maintenance	2.264	\$	CON			
Osceola	US-10	from the Muskegon River east to M-66	Road Capital Preventive Maintenance	5.328	\$	CON			
Oceana	M-20	from US-31 east to Oceana Drive (Old US-31)	Road Capital Preventive Maintenance	2.608	\$	CON			
Ottawa	M-45 (Old)	from the Grand River east to M-45	Road Capital Preventive Maintenance	1.288		\$	CON		
Montcalm	M-46	from Miles Road east to M-66 (East Junction)	Road Capital Preventive Maintenance	4.543		\$	CON		
				30.991					

GRAND REGION

OPERATIONS

Ottawa	US-31	at Pierce Street, Winans Street and 158th Avenue	Traffic Safety	1.048	\$	CON			
Kent	M-37 SB	from 60th Street to Patterson Avenue (N Junction)	Minor Widening	0.666			\$	CON	
Kent	US-131 N	from I-96 north to Post Drive	Active Traffic Management	6.185				\$	CON
Kent	US-131 N	over 6 Mile Road	Dynamic Shoulder Use					\$	CON
Kent	US-131 S	over 6 Mile Road	Dynamic Shoulder Use					\$	CON
				7.899					

GRAND REGION

REST AREAS

Oceana	Rothbury Rest Area	at the Rothbury Rest Area	Roadside Facilities - Improve	0.938					\$
Kent	US-131 S	at the Rockford Rest Area	Roadside Facilities - Preserve						\$
Montcalm	US-31 (Morley Rest Area)	Morley Rest Area #533-R	Roadside Facilities - Improve						\$
Mason	US-31	Ludington Rest Area	Roadside Facilities - Preserve		\$				
Allegan	I-196	Saugatuck Rest Area	Roadside Facilities - Preserve		\$				
Mecosta	US-131	Big Rapids Rest Area	Roadside Facilities - Improve					\$	CON
				0.938					

GRAND REGION

ROAD - REHABILITATION AND RECONSTRUCTION

Ionia	I-96	from Bliss Road east to Sunfield Highway	Reconstruction	9.071	\$		CON		
Allegan	M-89 (Marshall Street)	from M-222 east to 29th Street	Road Rehabilitation	1.826	\$	CON			
Kent	M-6 (Paul B Henry Fwy)	from East Branch Rush Creek east to Burlingame Avenue	Road Rehabilitation	2.831	\$	CON			
Kent	M-21	from Bennett Street east to Valley Vista Drive	Road Rehabilitation	6.079				\$	CON
Osceola	US-131 SB	from US-10 to 14 Mile Road, Ashton & Luther/Leroy Carpool Parking Lots	Road Rehabilitation	7.714				\$	CON

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GRAND REGION									
ROAD - REHABILITATION AND RECONSTRUCTION									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027
Barry	M-43	from Cloverdale Road (South Junction) to Cloverdale Road (North Junction)	Reconstruction	0.250				\$	CON
Montcalm	M-91	from Kendaville Road north to M-46	Road Rehabilitation	4.488	\$	CON			
Newaygo	M-37	from M-82 (North Junction) to the White River	Road Rehabilitation	8.777					\$
Muskegon	M-46	from Shonat Street east to Maple Island Road	Road Rehabilitation	6.904		\$	CON		
Oceana	US-31 BR	from US-31 to Johnson Street	Road Rehabilitation	2.296					\$
Kent	I-296/US-131 NB	from Bridge Street north to Richmond Street	Road Rehabilitation	1.343			\$		CON
Kent	I-296/US-131 SB	from Pearl Street north to Richmond Street	Road Rehabilitation	1.591					\$
Kent	M-44 Connector (Plainfield Avenue NE)	from I-96 north to Airway Street	Road Rehabilitation	2.665		\$	CON		
Kent	M-11	from Division Avenue east to Kalamazoo Avenue	Road Rehabilitation	1.848		\$			
Kent	M-21	from I-96 east to Grand River Avenue	Road Rehabilitation	3.698			\$	CON	
Kent	M-37	from 60th Street north to 44th Street	Road Rehabilitation	2.075			\$	CON	
Ottawa	I-196 BL	from US-31 east to I-196	Road Rehabilitation	4.940	\$		CON		
Kent	M-37	from 92nd Street north to 76th Street	Road Rehabilitation	2.875		\$		CON	
Kent	US-131	from Allegan/Kent County Line north to 76th Street	Reconstruction	4.038	\$		CON		
Barry	M-66 (Saddlebag Road)	from M-50 north to Barry/Ionia County Line	Road Rehabilitation	1.028				\$	CON
Montcalm	M-91	from Stanton Road north to Kendaville Road	Road Rehabilitation	4.377				\$	CON
Mason	US-10/US-31 (US-10/US-31)	from Bbye Road east to US-31 (East Junction)	Road Rehabilitation	4.364			\$	CON	
Ottawa	I-96 EB	from Airline Road east to Apple Drive	Road Rehabilitation	4.678				\$	CON
Kent	M-6	from CSX Railroad to I-96	Road Rehabilitation	1.344					\$
Ottawa	US-31 NB	from Ransom Street north to Port Sheldon Street	Road Rehabilitation	2.625					\$
Montcalm	US-131	over No 102 Drain	Reconstruction	0.030		\$	CON		
Mecosta	M-20	over Tributary to East Schrader Creek	Reconstruction	0.200		\$	CON		
Kent	US-131 N	from Wealthy Street north to Pearl Street	Operation Improvements	0.911			\$	CON	
Ionia	M-66	from Tuttle Road north to Wells Street	Reconstruction	2.100				\$	CON
Osceola	US-10	West of 95th Avenue east to the Muskegon River	Road Rehabilitation	1.300			\$	CON	
Muskegon	M-46	Muskegon Avenue east to Home Street	Road Rehabilitation	2.083			\$	CON	
Allegan	M-89	at Hubbard Street/Ely Street/M-40 Intersection	Traffic Safety	0.186	\$	CON			
Ottawa	I-196 BL	from 84th Avenue to I-196	Road Rehabilitation	0.466	\$				
				101.001					

GRAND REGION

TRAFFIC AND SAFETY - SAFETY PROGRAMS

Kent	US-131 N	from 44th Street to Post Street	Traffic Safety	11.605	\$	CON			
Ionia	M-21	Hawley Highway/Morrison Lake Road	Traffic Safety	0.330			\$		
Montcalm	M-46 (W Howard City Edmore Road)	M-46 at Federal Road	Traffic Safety	0.140					\$
				12.075					

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METRO REGION										
BRIDGE - BIG BRIDGE PROGRAM										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Oakland	I-696	Plaza and Church Street over I-696, 0.5 miles east of Greenfield	Bridge Replacement		\$		CON			
Oakland	I-696 E	Plaza and Church Street over I-696	Superstructure Replacement		\$		CON			
Oakland	I-75 N (Walter P Reuther Hwy)	I-696 over I-75 and 4 Ramps	Bridge CPM		\$	CON				
Oakland	I-696 E	over I-75 and 4 Ramps	Overlay - Epoxy		\$	CON				
Wayne	I-94	M-39 Ramps over I-94	Bridge CPM			\$		CON		
Wayne	M-39 S/I 94 Ramp	M-39 SB Ramp K over I-94	Overlay - Epoxy			\$		CON		
Wayne	I-75	Four bridges along I-75 in Detroit	Bridge Rehabilitation			\$	CON			
Wayne	I-75	NB over Railroad and Maintenance Road	Substructure Repair			\$	CON			
Wayne	I-75 N	I-75 over Fort Street	Substructure Repair			\$	CON			
Wayne	W Dearborn/I-75 S Ramp	SB over Rouge River and Pleasant Street	Substructure Repair			\$	CON			
Wayne	I-75 N	over Rouge River, Dearborn Street and Railroad	Substructure Repair			\$	CON			

METRO REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
Wayne	M-39	3 pedestrian structures on M-39, Detroit	Bridge Replacement			\$	CON			
Wayne	M-39 N	Verne Street Pedestrian Crossover over M-39	Bridge Replacement			\$	CON			
Wayne	M-39 N	Sawyer Avenue Walkover over M-39	Bridge Replacement			\$	CON			
Wayne	M-39 N	Vassar Avenue Walkover over M-39	Bridge Replacement			\$	CON			
Wayne	Old M-14	over Middle Rouge River	Bridge Replacement			\$	CON			
Wayne	Old M-14	Hines Driver over Old M-14 (Ann Arbor Road)	Bridge Replacement			\$	CON			
Wayne	US-24 (N Telegraph Road)	over Frank and Poet Drain	Bridge Replacement			\$				
Wayne	US-24 N	over Frank and Poet Drain	Culvert Replacement			\$				
Wayne	US-24 S	over Frank and Poet Drain	Culvert Replacement			\$				
Wayne	US-24	over Conrail	Culvert Replacement			\$				
Macomb	M-53	Six structures between 18 Mile Road and M-59	Bridge Rehabilitation		\$	CON				
Macomb	M-53 N	NB over 19 Mile Road	Overlay - Deep		\$	CON				
Macomb	M-53 S	SB over Utica Road	Overlay - Deep		\$	CON				
Macomb	M-53 N	NB over Clinton River	Overlay - Deep		\$	CON				
Macomb	M-53 S	SB over 19 Mile Road	Overlay - Deep		\$	CON				
Macomb	M-53 S	SB over Canal Road	Overlay - Deep		\$	CON				
Macomb	M-53 S	SB over Clinton River	Overlay - Deep		\$	CON				
Wayne	I-96 E	under Fullerton Avenue, Greenfield Road and CSX Railroad	Bridge Replacement			\$	CON			
Wayne	I-96 E	Fullerton Avenue over I-96 (Jeffries Freeway)	Deck Replacement			\$	CON			
Wayne	I-96 E	Hubbell Avenue over I-96 (Jeffries Freeway)	Deck Replacement			\$	CON			
Wayne	I-96 E	Greenfield Road over I-96 and CSX Railroad	Deck Replacement			\$	CON			
Wayne	I-96 E	CSX Railroad over I-96 (Jeffries Freeway)	Deck Replacement			\$	CON			
Macomb	M-53	over Beaver Creek	Bridge CPM		\$	CON				

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METRO REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Macomb	M-53	over Beaver Creek	Scour Protection		\$	CON				
Macomb	I-94	Ten Structures Along I-94, Macomb County	Bridge CPM					\$		
Macomb	E Metropolitan/I-94 W Ramp	I-94 Ramp (WB Beach over Clinton River Spillway)	Overlay - Epoxy					\$		
Macomb	I-94 E	over Clinton River, N and S Railroad	Overlay - Epoxy					\$		
Macomb	I-94 W	over Joy Road	Overlay - Epoxy					\$		
Macomb	I-94 E	over Selfridge Air National Guard Base Spur Track	Overlay - Epoxy					\$		
Macomb	I-94 W	over Clinton River, and North and South Railroads	Overlay - Epoxy					\$		
Macomb	I-94 E	over Crocker Road	Overlay - Epoxy					\$		
Macomb	I-94 E	over Clinton River Control Channel	Overlay - Epoxy					\$		
Macomb	I-94 W	over Crocker Road	Overlay - Epoxy					\$		
Macomb	I-94 W	over Selfridge Air National Guard Base Spur Track	Overlay - Epoxy					\$		
Macomb	I-94 E	over Joy Road	Overlay - Epoxy					\$		
Macomb	I-94	under 21 Mile and Cotton Road	Bridge CPM					\$		
Macomb	Cotton Rd	over I-94	Overlay - Epoxy					\$		
Macomb	I-94 E	21 Mile Road over I-94	Overlay - Epoxy					\$		
Wayne	I-96	Ramps from I-96 to M-39 in the City of Detroit	Bridge CPM			\$		CON		
Wayne	I-96 E/N M-39 Ramp	Turn Roadway 4th Level over CSX Railroad and 3rd Level Turn Road	Overlay - Epoxy			\$		CON		
Wayne	I-96 W	over M-39 (Southfield Express)	Overlay - Epoxy			\$		CON		
Wayne	I-96 E/S M-39 Ramp	over W and U-Turn Service Roads	Overlay - Epoxy			\$		CON		
Wayne	I-96 E	over M-39 (Southfield Express)	Overlay - Epoxy			\$		CON		
Wayne	M-39 S/I-96 Ramp	over I-96 and CSX Railroad	Overlay - Epoxy			\$		CON		
Wayne	M-39 N	CSX Railroad over M-39	Overlay - Epoxy			\$		CON		
Wayne	I-96	over CSX Railroad and Fullerton Avenue	Overlay - Epoxy			\$		CON		
Wayne	M-39 N/W I-96 Ramp	over I-96 Roadways	Overlay - Epoxy			\$		CON		
Wayne	M-39	over M-39 (Southfield Express)	Bridge CPM			\$		CON		
Wayne	M-39 N	over M-39 (Southfield Express)	Overlay - Epoxy			\$		CON		
Oakland	I-696	37 structures on or over I-696 between Lahser and Dequindre Road	Bridge CPM		\$	CON				
Oakland	I-696 E	over N Service Road	Miscellaneous Bridge CPM		\$	CON				
Oakland	W 10 Mile Rd	I-696 WB Service Road over M-1 (Woodward Avenue)	Miscellaneous Bridge CPM		\$	CON				
Oakland	John R Road	over I-696	Miscellaneous Bridge CPM		\$	CON				
Oakland	I-696 E	Meadow Wood Road over I-696	Miscellaneous Bridge CPM		\$	CON				
Oakland	W 10 Mile Rd	I-696 EB Service Road over M-1 (Woodward Avenue)	Miscellaneous Bridge CPM		\$	CON				
Oakland	EB 11 Mile/NB Evergreen Turn	Red River Avenue U-Turn over I-696	Miscellaneous Bridge CPM		\$	CON				
Oakland	Lahser Road	over I-696	Miscellaneous Bridge CPM		\$	CON				
Oakland	EB 11 Mile/SB Evergreen Turn	Meadowlark U-Turn East over I-696	Miscellaneous Bridge CPM		\$	CON				
Oakland	Lincoln Drive	over I-696	Miscellaneous Bridge CPM		\$	CON				
Oakland	10 Mile/Stephenson Turn	Maplefield U-Turn over I-696	Miscellaneous Bridge CPM		\$	CON				
Oakland	Santa Barbara	over I-696	Miscellaneous Bridge CPM		\$	CON				
Oakland	10 Mile/I-696 W Service Drive Ramp	10 Mile Road Connector over I-696	Miscellaneous Bridge CPM		\$	CON				
Oakland	El Capitan Drive	over I-696	Miscellaneous Bridge CPM		\$	CON				
Oakland	S Campbell Road	over I-696	Miscellaneous Bridge CPM		\$	CON				
Oakland	Corporate Drive	over I-696	Miscellaneous Bridge CPM		\$	CON				

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BRIDGE REPLACEMENT AND PRESERVATION									
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Oakland	I-696 E	I-696 over N-S Service Road	Miscellaneous Bridge CPM		\$	CON			
Oakland	W I-696/E I-696 Turn	U-Turn E of Greenfield over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	I-75 N/W I-696 Ramp	I-696 Turn Roadway EB over I-696 and Ramps from I-75 NB	Miscellaneous Bridge CPM		\$	CON			
Oakland	Southfield Road	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	Scotia Road	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	WB 11 Mile/SB Central Park Turn	Harvard Road over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	Rainbow Drive	Santa Barbara Road over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	Canadian National Railway	Grand Trunk Western Railroad over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	Greenfield Road	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	I-696 Service Drive Crossover	Dequindre Road Left Turn over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	I-696 Service Drive Crossover	U-Turn at Batelle over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	SB Greenfield/WB I-696 Turn	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	Ridgedale Street	Coolidge Road U-Turn over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	Merideth Drive	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	Stephenson/10 Mile Turn	Roanoke Road U-Turn over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	Stephenson/10 Mile Turn	Mohawk Avenue U-Turn over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	I-75 N/W I-696 Ramp	over N-S Service Road	Miscellaneous Bridge CPM		\$	CON			
Oakland	E M 1 Service Drive	SB Woodward Avenue Service Drive over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	WB 10 Mile/NB Coolidge Turn	Coolidge Road U-Turn over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	WB 10 Mile/SB Rosewood Turn	Manistee Road U-Turn over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	W 10 Mile Rd	10 Mile Road W Service over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	I-696 E	over M-1 (Woodward Avenue)	Miscellaneous Bridge CPM		\$	CON			
Oakland	I-696 W	over M-1 (Woodward Avenue)	Miscellaneous Bridge CPM		\$	CON			
Oakland	Lathrup Boulevard	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	EB 11 Mile/NB Southfield Turn	Southfield Road U-Turn over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	I-696 E/I-75 Ramp	EB over N-S Service Road	Miscellaneous Bridge CPM		\$	CON			
Oakland	Mohawk Avenue	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	I-696 E/N I-75 Ramp	WB over I-75 and Ramps to I-75 SB	Miscellaneous Bridge CPM		\$	CON			
Oakland	Central Park Boulevard	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	Couzens Street	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	Dequindre Road	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	I-75/I-696 E Ramp	I-696 Ramp and AF and EF over N Service Road	Miscellaneous Bridge CPM		\$	CON			
Oakland	W M 1 Service Drive	NB Woodward Service over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	W 11 Mile Rd	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	S M-1/I-696 E Ramp	Woodward Avenue U-Turn over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	S I-75/I-696 E Ramp	I-75 SB to I-696 over I-696 and Ramps from I-75 SB	Miscellaneous Bridge CPM		\$	CON			
Oakland	Evergreen Rd	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	S Main Street	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	Coolidge Highway	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	W I-696/I-75 S Ramp	I-696 Ramp EB over I-75 and Ramps to I-75 NB	Miscellaneous Bridge CPM		\$	CON			
Oakland	W 11 Mile Road	over I-696	Miscellaneous Bridge CPM		\$	CON			
Oakland	WB 11 Mile/SB Southfield Turn	over I-696	Miscellaneous Bridge CPM		\$	CON			

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METRO REGION									
BRIDGE REPLACEMENT AND PRESERVATION									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027
Oakland	I-696 W/I-75 Ramp	I-696 Ramps GH and GD over N Service Road	Miscellaneous Bridge CPM		\$	CON			
Wayne	I-94	over entrance to Ford Road Plant	Bridge Replacement			\$		CON	
Wayne	I-94 E	over entrance to Ford Road Plant	Superstructure Replacement			\$		CON	
Macomb	M-53	Clinton River Road over M-53	Bridge Replacement		\$	CON			
Macomb	Clinton River Road	over M-53	Deck Replacement		\$	CON			
Wayne	Connector 240 N (N I-75/ US-24 Connector)	Four structures on the connector route between US-24 and I-75	Bridge Rehabilitation			\$			
Wayne	Connector 240 S	US-24/I-75 Connector over Conrail	Superstructure Repair - Steel			\$			
Wayne	Connector 240 N	US-24/I-75 Connector over Conrail	Superstructure Repair - Steel			\$			
Wayne	Connector 240 N	US-24/I-75 Connector over Racho Road	Superstructure Repair - Steel			\$			
Wayne	Connector 240 S	US-24/I-75 Connector over Racho Road	Superstructure Repair - Steel			\$			
Wayne	I-96	Seven Bridges: I-96 WB Ramps to M-39 & M-39 Ramps to I-96 EB	Bridge CPM			\$		CON	
Wayne	M-39/I-96 E Express Ramp	I-96 Ramp over EB Service Road	Overlay - Epoxy			\$		CON	
Wayne	N M-39/I-96 E Ramp	I-96 Ramp NB to EB over M-39 Ramp and Service Road	Overlay - Epoxy			\$		CON	
Wayne	I-96 W Express/M-39 Ramp	over WB Service Road	Overlay - Epoxy			\$		CON	
Wayne	I-96	over open ground	Overlay - Epoxy			\$		CON	
Wayne	W I 96/M-39 S Ramp	over 3rd Level Turn Roadway	Overlay - Epoxy			\$		CON	
Wayne	W I 96/M-39 N Ramp	over CSX Railroad-Fullerton	Overlay - Epoxy			\$		CON	
Wayne	I-96	Ramp over open ground	Overlay - Epoxy			\$		CON	
Wayne	I-94 E	over Beech-Daly Road	Bridge Replacement			\$		CON	
Wayne	M-39	Sawyer Pedestrian Bridge over M-39	Bridge Replacement			\$	CON		
Wayne	M-39 N	Sawyer Avenue Walkover over M-39	Bridge Replacement			\$	CON		
Macomb	M-53 N	over Utica and Canal Road	Bridge Rehabilitation		\$	CON			
Macomb	M-53 N	over Utica Road	Bridge Barrier Railing Replace		\$	CON			
Macomb	M-53 N	over Canal Road	Bridge Barrier Railing Replace		\$	CON			
Wayne	M-14	14 structures on M-14 from Sheldon to Newburgh	Bridge Rehabilitation		\$	CON			
Wayne	I-96 E	Schoolcraft Road over I-96	Overlay - Shallow		\$	CON			
Wayne	M-14 E	over Edward Hines Drive	Overlay - Shallow		\$	CON			
Wayne	Edward N Hines Drive	Bikeway Structure over Edward Hines Drive	Overlay - Shallow		\$	CON			
Wayne	M-14 E	Northville Road over M-14	Overlay - Shallow		\$	CON			
Wayne	M-14 E	over Sheldon Road	Overlay - Shallow		\$	CON			
Wayne	M-14 E	Haggerty Road over M-14	Overlay - Shallow		\$	CON			
Wayne	M-14 E	CSX Railroad over M-14	Overlay - Shallow		\$	CON			
Wayne	M-14 E/Sheldon Ramp	Ramp A (WB) over M-14	Overlay - Shallow		\$	CON			
Wayne	W Schoolcraft/Newburgh Crossover Ramp	Newburgh Double U-Turn over I-96	Overlay - Shallow		\$	CON			
Wayne	M-14 E	over Rouge River	Overlay - Shallow		\$	CON			
Wayne	I-96 E	Newburgh Road over I-96	Overlay - Shallow		\$	CON			
Wayne	Sheldon/M-14 E Ramp	Ramp B (EB) over M-14	Overlay - Shallow		\$	CON			
Wayne	M-14 W	over Sheldon Road	Overlay - Shallow		\$	CON			
Wayne	M-14 E	Robinwood Drive over M-14	Overlay - Shallow		\$	CON			
Wayne	US-24, I-75 Connector SB	over US-24 NB	Bridge Replacement			\$			
Wayne	Connector 240 S	US-24, I-75 Connector SB over US-24 NB	Bridge Replacement			\$			
Oakland	M-150	over Grand Trunk Western Railroad, Clinton River, 1st and 2nd Street	Bridge CPM		\$	CON			
Oakland	M-150	over Grand Trunk Western Railroad, Clinton River, 1st and 2nd Street	Overlay - Epoxy		\$	CON			
Oakland	M-1	over Stoney Croft Drain	Bridge Replacement				\$		
Oakland	M-1 E	over Stoney Croft Drain	Culvert Replacement				\$		

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METRO REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Wayne	M-85	over Ecorse Creek	Bridge Replacement		\$	CON				
Wayne	M-85 S	over Ecorse Creek	Superstructure Replacement		\$	CON				
Wayne	M-85 N	over Ecorse Creek	Superstructure Replacement		\$	CON				
Oakland	M-59	over M-59	Bridge CPM				\$	CON		
Oakland	M-150	over M-59	Substructure Patching				\$	CON		
Wayne	I-96	Virgil Street over I-96	Bridge Replacement			\$	CON			
Wayne	I-96 E	Virgil Street over I-96	Deck Replacement			\$	CON			
Macomb	I-696	under 11 Mile Road	Bridge Replacement						\$	
Macomb	I-696 E	11 Mile Road over I-696	Deck Replacement						\$	
Macomb	I-696	Barkman and Belanger over I-696	Bridge Replacement						\$	
Macomb	Belanger Avenue	over I-696	Deck Replacement						\$	
Macomb	Barkman Street	over I-696	Deck Replacement						\$	
Wayne	Hubbell Street	under Hubbell Avenue	Bridge Replacement			\$	CON			
Wayne	Hubbell Street	over I-96 (Jeffries Freeway)	Deck Replacement			\$	CON			
Wayne	M-39 N	W Chicago Avenue over M-39	Substructure Replacement			\$		CON		
Wayne	M-39 N	Hubbard Avenue over M-39	Substructure Replacement			\$		CON		
Wayne	M-39 N	Joy Road over M-39	Substructure Replacement			\$		CON		
Wayne	M-39 N	Warren Avenue over M-39	Substructure Replacement			\$		CON		
Wayne	M-39	6 bridges over M-39 from McNichols to Plymouth Road	Bridge Replacement			\$			CON	
Wayne	M-39 N	Puritan Avenue over M-39	Deck Replacement			\$			CON	
Wayne	M-39 N	Plymouth Road over M-39	Deck Replacement			\$			CON	
Wayne	M-39 N	Schoolcraft Avenue over M-39	Deck Replacement			\$			CON	
Wayne	M-39 N	6 Mile Road over M-39	Deck Replacement			\$			CON	
Wayne	M-5	over M-39	Deck Replacement			\$			CON	
Wayne	M-39 N	Fenkell Avenue over M-39	Deck Replacement			\$			CON	
Wayne	M-39	15 bridges on I-94 and M-39 from Pelham to east of M-39	Bridge Replacement			\$				
Wayne	W I-94/M-39 S Ramp	I-94 WB Ramp F over M-39	Deck Replacement			\$				
Wayne	Van Born/N M-39 Service Drive	Van Born Road over M-39	Deck Replacement			\$				
Wayne	I-94 W	over Pelham Road	Deck Replacement			\$				
Wayne	I-94 W	over M-39	Deck Replacement			\$				
Wayne	I-94	Ramp over Pelham Road	Deck Replacement			\$				
Wayne	I-94 E/N M-39 Ramp	Ramp over M-39	Deck Replacement			\$				
Wayne	I-94 E	over Pelham Road	Deck Replacement			\$				
Wayne	I-94	Ramp over I-94 EB Ramp B to M-39 NB	Deck Replacement			\$				
Wayne	I-94 W/Pelham Ramp	Ramp H over M-39	Deck Replacement			\$				
Wayne	I-94 E/M-39 Ramp	Ramp over Pelham Road	Deck Replacement			\$				
Wayne	M-39 N	over Ecorse Creek	Deck Replacement			\$				
Wayne	M-39 N	Outer Drive S WB over M-39	Deck Replacement			\$				
Wayne	I-94 E	over M-39	Deck Replacement			\$				
Wayne	Van Born/N M-39 Service Drive	Ramp J to M-39 over I-94 EB Ramps B and G	Deck Replacement			\$				
Wayne	M-39 N	Outer Drive S EB over M-39	Deck Replacement			\$				
Wayne	M-10	6 bridges over M-10 from Myers Road to Webb Avenue	Bridge CPM					\$		
Wayne	I-75 S/S M-10 Ramp	I-75 W S RAMP over M-10	Overlay - Epoxy					\$		
Wayne	M-10 S	Grand River Avenue over M-10	Overlay - Epoxy					\$		
Wayne	M-10 S	Webb Avenue over M-10	Overlay - Epoxy					\$		
Wayne	M-10 S	Myers Road over M-10	Overlay - Epoxy					\$		
Wayne	M-10 N	WB over M-8 Ramp to M-10 SB	Overlay - Epoxy					\$		
Wayne	W M-8/M-10 S Ramp	over M-8 (Davison Freeway)	Overlay - Epoxy					\$		

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METRO REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Oakland	I-696	21 Structures Over I-696 from Barkman to Couzens	Bridge CPM		\$	CON				
Oakland	EB 11 Mile/NB Evergreen Turn	Red River Avenue U-Turn over I-696	Overlay - Epoxy		\$	CON				
Oakland	Rainbow Drive	Santa Barbara U-Turn E over I-696	Overlay - Epoxy		\$	CON				
Oakland	W I-696/E I-696 Turn	U-Turn E of Greenfield over I-696	Overlay - Epoxy		\$	CON				
Oakland	Central Park Boulevard	over I-696	Overlay - Epoxy		\$	CON				
Oakland	S Campbell Road	over I-696	Overlay - Epoxy		\$	CON				
Oakland	I-696 Service Drive Crossover	U-Turn at Battelle over I-696	Overlay - Epoxy		\$	CON				
Oakland	Stephenson/10 Mile Turn	Mohawk Avenue U-Turn over I-696	Overlay - Epoxy		\$	CON				
Oakland	Merideth Drive	over I-696	Overlay - Epoxy		\$	CON				
Oakland	Couzens Street	over I-696	Overlay - Epoxy		\$	CON				
Oakland	WB 11 Mile/SB Central Park Turn	Harvard Road over I-696	Overlay - Epoxy		\$	CON				
Oakland	EB 11 Mile/SB Evergreen Turn	Meadowlark U-Turn E over I-696	Overlay - Epoxy		\$	CON				
Oakland	WB 10 Mile/SB Rosewood Turn	Manistee U-Turn over I-696	Overlay - Epoxy		\$	CON				
Oakland	Mohawk Avenue	over I-696	Overlay - Epoxy		\$	CON				
Oakland	Lathrup Boulevard	over I-696	Overlay - Epoxy		\$	CON				
Oakland	El Capitan Drive	U-Turn at El Capitan Drive over I-696	Overlay - Epoxy		\$	CON				
Oakland	10 Mile/Stephenson Turn	Maplefield U-Turn over I-696	Overlay - Epoxy		\$	CON				
Oakland	Corporate Drive	over I-696	Overlay - Epoxy		\$	CON				
Oakland	SB Greenfield/WB I-696 Turn	U-Turn west of Greenfield over I-696	Overlay - Epoxy		\$	CON				
Oakland	Stephenson/10 Mile Turn	Roanoke U-Turn over I-696	Overlay - Epoxy		\$	CON				
Oakland	Santa Barbara	over I-696	Overlay - Epoxy		\$	CON				
Oakland	Lincoln Drive	over I-696	Overlay - Epoxy		\$	CON				
Wayne	US-24	over Conrail	Bridge Rehabilitation					\$		
Wayne	US-24	over Conrail	Bridge Barrier Railing Replacement					\$		

METRO REGION										
FREEWAY RESURFACING PROGRAM										
Wayne	M-39	Pinecrest to M-153 (Ford Road)	Road Rehabilitation	4.972	\$					
Wayne	M-10	I-75 to Jefferson/Griswold	Road Rehabilitation	1.619		\$	CON			
Wayne	I-75	14th Street to I-375	Road Rehabilitation	5.037		\$	CON			
				11.628						

METRO REGION										
NEW ROADS										
Wayne	Gordie Howe International Bridge Plaza	Gordie Howe International Bridge-Plaza Area	New Roads		CON	CON				
Wayne	Gordie Howe International Bridge	At the Gordie Howe International Bridge	Contracts		CON	CON				
Wayne	Gordie Howe International Bridge	Gordie Howe International Bridge-Interchange Area	New Roads		CON	CON				
Wayne	Gordie Howe International Bridge	Gordie Howe International Bridge-Bridge Area	New Roads		CON	CON				

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2023-2027 FIVE-YEAR TRANSPORTATION PROGRAM

METRO REGION										
NON-FREEWAY RESURFACING PROGRAM (NFRP)										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Wayne	M-153	Napier Road to Sheldon Road	Road Capital Preventive Maintenance	3.330	\$					
Macomb	M-19	I-94 to Gratiot and M-19 (Gratiot), New Haven to Main Street	Road Capital Preventive Maintenance	7.555		\$	CON			
				10.885						

METRO REGION										
OPERATIONS										
Oakland	M-5 (E M 5/Grand River RAMP)	M-5 at Grand River Ave, Halstead Rd	Traffic Safety				\$			
Oakland	I-696 W/M 1 Ramp (W I 696/M 1 RAMP)	WB I-696 exit ramp to M-1	Traffic Safety	0.400	\$		CON			
				0.400						

METRO REGION

ROAD - REHABILITATION AND RECONSTRUCTION

Wayne	US-24 (Telegraph Road)	Carter Road to Pennsylvania Avenue	Reconstruction	2.633			\$			
Oakland	M-59 (Highland Road)	Elizabeth Lake Road to US-24	Road Rehabilitation	1.449			\$	CON		
Wayne	OLD-14	Newburgh Road to Market Street	Reconstruction	0.393		\$	CON			
Wayne	US-12 (Michigan Avenue)	Lotz Road to Pershing Street	Road Rehabilitation	2.048	\$	CON				
Wayne	M-153 (Ford Road)	W of Sheldon Road to W of Lotz Road	Reconstruction	2.412		\$	CON			
Wayne	I-375 (I-375)	S of I-75/I-375 interchange to Jefferson Avenue	Reconstruction	3.362						\$
Wayne	I-375 N	Jefferson Avenue over I-375	Concrete Reconstruction							\$
Wayne	I-375 N	Larned Street over I-375	Concrete Reconstruction							\$
Wayne	I-375 N	Hastings Street over I-375	Concrete Reconstruction							\$
Wayne	M-3	M-3 (Gratiot Avenue) over Dequindre Cut	Concrete Reconstruction							\$
Wayne	I-94	Pelham Road to East of M-39	Road Rehabilitation	3.489		\$		CON		
Oakland	I-696	Lahser Road to Dequindre Road	Reconstruction	9.896	\$		CON			
Wayne	M-39	McNichols Road to Plymouth Road	Reconstruction	2.951		\$				CON
Oakland	M-150	Avon Road to Clinton River and Paint Creek to Tienken	Reconstruction	1.464	\$	CON				
Oakland	I-75 BL (Square Lake Road)	M-1 to I-75 Interchange Ramps	Reconstruction	1.534	\$		CON			
Wayne	M-14	Sheldon Road to Newburgh Road	Reconstruction	4.808	\$		CON			
Wayne	M-14 E	Schoolcraft Connector over M-14	Reconstruction		\$		CON			
Wayne	I-94	Wayne Road to Middlebelt Road	Reconstruction	3.116		\$		CON		
Wayne	M-39	Plymouth Road to Ford Road	Reconstruction	3.325		\$		CON		
Macomb	M-53	18 Mile Road to 27 Mile Road	Road Rehabilitation	10.043	\$	CON				
Oakland	M-150	M-59 to Avon Road	Road Rehabilitation	2.781			\$			
Oakland	M-59	Milford Road to Pontiac Lake Road	Road Rehabilitation	9.171				\$	CON	
Oakland	M-59 E	CSX Railroad over M-59	Milling and Two Course Asphalt Resurfacing					\$	CON	
Oakland	M-59 W	CSX Railroad over M-59 WB	Milling and Two Course Asphalt Resurfacing					\$	CON	
Oakland	M-59	M-59 over Huron River	Milling and Two Course Asphalt Resurfacing					\$	CON	
Oakland	M-59	over Pontiac Lake	Milling and Two Course Asphalt Resurfacing					\$	CON	
Oakland	M-59 E	over Spring Mill Creek	Milling and Two Course Asphalt Resurfacing					\$	CON	
Wayne	US-12	between I-96 and Cass Avenue	Reconstruction	1.621	\$		CON			
Oakland	I-75 BL (Woodward Avenue Loop)	I-75 BL (Woodward Ave Loop), M-59, and US-24 BR (N Cass Avenue)	Reconstruction	2.677		\$		CON		
Oakland	I-75 BL S	BR over Clinton River	Concrete Reconstruction			\$		CON		
Oakland	US-24 BR S	BR over Pontiac Creek	Concrete Reconstruction			\$		CON		

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2023-2027 FIVE-YEAR TRANSPORTATION PROGRAM

METRO REGION										
ROAD - REHABILITATION AND RECONSTRUCTION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Oakland	I-75 BL N	BR over Pontiac Creek	Concrete Reconstruction			\$		CON		
Oakland	I-75 BL S	BR over Pontiac Creek	Concrete Reconstruction			\$		CON		
Oakland	M-59 E	over Pontiac Creek	Concrete Reconstruction			\$		CON		
Macomb	M-3	Wellington Crescent to Sandpiper Road	Road Rehabilitation	2.380				\$	CON	
Wayne	M-10	Meyers Road to I-75	Road Rehabilitation	9.480				\$		
Wayne	I-94	Middlebelt Road to Beech Daly Road	Reconstruction	2.506		\$		CON		
Wayne	I-94 W	WB over Ecorse Road	Reconstruction			\$		CON		
Wayne	I-94 E	EB over Inkster Road	Reconstruction			\$		CON		
Wayne	I-94 E	EB over Ecorse Road	Reconstruction			\$		CON		
Wayne	I-94 W	WB over Inkster Road	Reconstruction			\$		CON		
Wayne	US-12	Pershing Street to east of Henry Ruff	Reconstruction	3.393				\$		
Wayne	M-3	Jefferson Avenue to Gratiot Avenue	Road Rehabilitation	0.375			\$	CON		
				87.307						

METRO REGION

TRAFFIC AND SAFETY - SAFETY PROGRAMS

Oakland	I-75 BL N (S Woodward Avenue)	Woodward Avenue at South Boulevard	Traffic Safety	0.585	\$					
Macomb	I-94 E Ramp (21 Mile/E I-94 Ramp)	EB I-94 at 21 Mile Rd Ramps	Traffic Safety	0.710				\$	CON	
Oakland	US-24 (Dixie Highway)	at White Lake Road	Traffic Safety	0.294			\$			
Oakland	I-75 Ramps (S I-75/ Grange Hall Ramp)	I-75 ramps at Grange Hall Road	Traffic Safety	0.943						\$
				2.532						

METRO REGION

TRUNKLINE MODERNIZATION I-75 OAKLAND COUNTY

Oakland	I-75	from 8 Mile Road to North of 13 Mile Road	Reconstruction	5.416	CON	CON				
Oakland	I-75 S	SB over Red Run Drain Path	Reconstruction		CON	CON				
Oakland	I-75 N	NB over 12 Mile Road	Reconstruction		CON	CON				
Oakland	I-75 N	10 1/2 Mile Road over I-75	Reconstruction		CON	CON				
Oakland	W 12 Mile/I-75 N Ramp	NB On Ramp over Red Run Drain Path	Reconstruction		CON	CON				
Oakland	I-75 N	I-75 NB over 13 Mile Road	Reconstruction		CON	CON				
Oakland	I-75 N	12 Mile Road Walkover over I-75	Reconstruction		CON	CON				
Oakland	I-75 S/12 Mile Ramp	I-75 SB Off Ramp over Red Run Drain Path	Reconstruction		CON	CON				
Oakland	I-75 N	John R NB Turn Ramp over I-75	Reconstruction		CON	CON				
Oakland	I-75 N	Dallas Avenue double Double U-Turn over I-75	Reconstruction		CON	CON				
Oakland	E 12 Mile/I-75 N Ramp	over 12 Mile Road	Reconstruction		CON	CON				
Oakland	I-75 N	Harry Avenue Walkover over I-75	Reconstruction		CON	CON				
Oakland	I-75 N	John R Road over I-75	Reconstruction		CON	CON				
Oakland	I-75 N	Browning Avenue Walkover over I-75	Reconstruction		CON	CON				
Oakland	I-75 N	Gardenia Road over I-75	Reconstruction		CON	CON				
Oakland	I-75 S	SB over 13 Mile Road	Reconstruction		CON	CON				
Oakland	I-75 N	NB over Red Run Drain Path	Reconstruction		CON	CON				
Oakland	I-75 N	11 Mile Road over I-75	Reconstruction		CON	CON				
Oakland	I-75 S	SB over 12 Mile Road	Reconstruction		CON	CON				
Oakland	I-75 N	Shevlin Avenue double U-Turn over I-75	Reconstruction		CON	CON				
Oakland	I-75 N	Woodward Heights Boulevard over I-75	Reconstruction		CON	CON				
Oakland	I-75 N	Bernhard Street Walkover over I-75	Reconstruction		CON	CON				
Oakland	I-75 N	Highland Avenue Walkover over I-75	Reconstruction		CON	CON				

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METRO REGION									
TRUNKLINE MODERNIZATION I-75 OAKLAND COUNTY									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027
Oakland	I-75 N	John R SB Turn Ramp over I-75	Reconstruction		CON	CON			
Oakland	I-75 N	Myers Road over I-75	Reconstruction		CON	CON			
Oakland	I-696 W/I-75 N Ramp	I-75 N to 11 Mile Exit Ramp	Reconstruction		CON	CON			
Oakland	I-75 N	Orchard Street Walkover over I-75	Reconstruction		CON	CON			
Oakland	I-75 N	Nine Mile Road Turn Ramp over I-75	Reconstruction		CON	CON			
Oakland	I-75 N	NB Service Road over I-75	Reconstruction		CON	CON			
Oakland	I-75	N of 13 Mile to N of Coolidge Highway on I-75	Environmental	8.796	CON				
				14.212					

METRO REGION

TRUNKLINE MODERNIZATION I-94 DETROIT

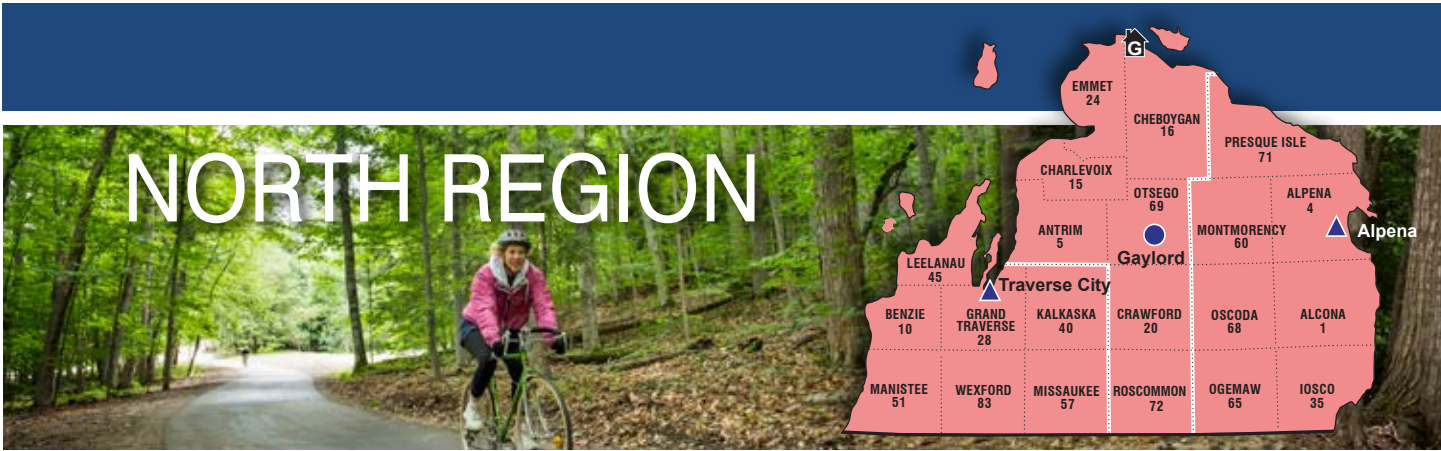
Wayne	I-94	Cass Avenue over I-94	Bridge Replacement		CON	CON			
Wayne	I-94 E	at Conrail Railroad	New Structure		\$		CON		
Wayne	I-94 W	Conrail Railroad Spur BR (Abandoned) over I-94	New Structure on Existing Route		\$		CON		
Wayne	I-94 E	Conrail Railroad over I-94	New Structure on Existing Route		\$		CON		
Wayne	I-94 E	Conrail Railroad over I-94	New Structure on Existing Route		\$		CON		
Wayne	I-94	at Conrail Railroad	Bridge Replacement		\$		CON		
Wayne	Consolidated Rail Corporation	Conrail Railroad over I-94	Bridge Replacement		\$		CON		
Wayne	Areawide (Michigan Ave)	Various locations in Wayne County	Traffic Safety		CON				
Wayne	I-94 E (I-94 E)	from Burns Street to Barrett Avenue, City of Detroit	Reconstruction	2.271	\$			CON	
Wayne	I-94 E	Conner Avenue over I-94	Bridge Replacement		\$			CON	
Wayne	I-94 E	SB Conner Avenue over I-94	Bridge Replacement		\$			CON	
Wayne	I-94 E	NB Conner Avenue over I-94	Bridge Replacement		\$			CON	
Wayne	I-94 E	Rohns Avenue over I-94	Bridge Replacement		\$			CON	
Wayne	I-94 E	Rohns Avenue Walkover over I-94	Bridge Replacement		\$			CON	
Wayne	I-94 E	Barrett Street over I-94	Bridge Replacement		\$			CON	
Wayne	I-94 W	Lemay Street over I-94	New Structure		\$			CON	
Wayne	I-94 W	Lemay Street over I-94	New Structure on Existing Route		\$			CON	
Wayne	I-94 E	Malcolm Avenue Walkover over I-94	Bridge Replacement		\$			CON	
Wayne	I-94 W	Conner Creek Greenway (Iron Belle Trail) over I-94	New Structure		\$			CON	
Wayne	I-94 W	Iron Belle Trail over I-94	New Structure on New Route		\$			CON	
Wayne	I-94 E	East Grand Blvd Bridge over I-94	New Facilities	0.010	CON				
				2.281					

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NORTH REGION

BRIDGE - BIG BRIDGE PROGRAM

COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027
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Presque Isle	US-23	over Ocqueoc River	Bridge Rehabilitation				\$		
Presque Isle	US-23	over Ocqueoc River	Substructure Replacement				\$		

NORTH REGION

BRIDGE REPLACEMENT AND PRESERVATION

Crawford	I-75	NB/SB over M-72 and I-75 NB/SB over Lake State Railroad	Bridge Replacement						\$
Crawford	I-75 S	SB over M-72	Bridge Replacement						\$
Crawford	I-75 N	NB over Lake State Railroad	Bridge Replacement						\$
Crawford	I-75 S	over Lake State Railroad	Bridge Replacement						\$
Crawford	I-75 N	over M-72	Bridge Replacement						\$
Cheboygan	I-75 N	over Trowbridge Road, Webb Road over I-75 NB and I-75 SB	Bridge Replacement		\$	CON			
Cheboygan	I-75 N	Webb Road over I-75 NB	Deck Replacement		\$	CON			
Cheboygan	I-75 S	Webb Road over I-75 SB	Deck Replacement		\$	CON			
Cheboygan	I-75 N	over Trowbridge and D&M Railroad (Abandoned)	Deck Replacement		\$	CON			
Cheboygan	I-75 S	over Trowbridge and D&M Railroad (Abandoned)	Deck Replacement		\$	CON			
Cheboygan	Afton Road	from Webb Road to Rondo Road	Road Capital Preventive Maintenance				\$		
Crawford	I-75 S	over I-75 NB and SB and County Road 612 over I-75 NB and SB	Bridge Rehabilitation		\$	CON			
Crawford	M-93	over I-75 NB	Overlay - Deep		\$	CON			
Crawford	I-75 N	County Road 612 over I-75 NB	Overlay - Deep		\$	CON			
Crawford	I-75 S	County Road 612 over I-75 SB	Overlay - Deep		\$	CON			
Crawford	M-93	over I-75 SB	Overlay - Deep		\$	CON			
Roscommon	I-75 N	under M-55 Ramps	Bridge CPM		\$	CON			
Roscommon	W M-55	Ramp to M-55 WB over I-75	Overlay - Epoxy		\$	CON			
Roscommon	M-55 E/N I-75 Ramp	M-55 Ramp over I-75	Overlay - Epoxy		\$	CON			
Roscommon	I-75 S	over Old M-76	Bridge Rehabilitation		\$				
Roscommon	I-75 S	over Old M-76	Overlay - Shallow		\$				
Wexford	US-131 S	NB/SB over M-115	Bridge Replacement		\$	CON			
Wexford	US-131 N	over M-115	Deck Replacement		\$	CON			
Wexford	US-131 S	over M-115	Deck Replacement		\$	CON			
Iosco	M-55	over East Branch Au Gres River	Bridge Replacement			\$	CON		
Presque Isle	M-68	over Rainy River	Bridge Replacement			\$	CON		
Presque Isle	M-68	M-68 over Rainy River	Bridge Replacement			\$	CON		

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2023-2027 FIVE-YEAR TRANSPORTATION PROGRAM

NORTH REGION									
NON-FREWAY RESURFACING PROGRAM (NFRP)									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027
Roscommon	M-55	from US-127 to M-18	Road Capital Preventive Maintenance	9.762	\$	CON			
Manistee	M-55	from Udell Hills Road to Pine River	Road Capital Preventive Maintenance	6.750	\$				
Presque Isle	M-65	from Grand Lake Highway north to US-23	Road Capital Preventive Maintenance	4.335		\$	CON		
Emmet	US-131	from south of Lears Road north to US-31	Road Capital Preventive Maintenance	1.585		\$	CON		
Emmet	US-31	from Milton Road to Woodland Road and M-68 from Miller Road to King Road	Road Capital Preventive Maintenance	8.206		\$	CON		
Missaukee	M-55	from Cadillac city limits east to M-66, Wexford/ Missaukee County	Road Capital Preventive Maintenance	8.114		\$			
Missaukee	M-66	from Decker Street to Gerwoude Drive	Road Capital Preventive Maintenance	1.249	\$				
				40.001					

NORTH REGION									
OPERATIONS									
Kalkaska	US-131 (S Cedar St)	US-131 at 3rd St, Elms St	Traffic Safety		\$				
Grand Traverse	US-31	Three Mile Road Intersection	Minor Widening	0.420			\$		
Grand Traverse	US-31 (Division Street)	From 10th Street to Front Street	Minor Widening	0.540				\$	
Otsego	I-75BL (S Old 27)	I-75 BL from 500 feet south to 500 feet north of McCoy Road	Reconstruction	0.190	\$	CON			
Manistee	Regionwide (Manistee Hwy)	Various in North Region	Traffic Safety		\$				
Alpena	M-32	M-32 at Bagley Street	Reconstruction	0.182				\$	
				1.332					

NORTH REGION									
REST AREAS									
Otsego	I-75	Gaylord Rest Area	Roadside Facilities - Improve		\$	CON			
Cheboygan	I-75	Topinabee Rest Area	Roadside Facilities - Preserve		\$				
Cheboygan	I-75	Hebron Rest Area	Roadside Facilities - Preserve		\$				
Otsego	I-75	Vanderbilt Rest Area	Roadside Facilities - Preserve			\$			
Otsego	I-75	Gaylord Rest Area	Roadside Facilities - Preserve			\$			

NORTH REGION									
ROAD - REHABILITATION AND RECONSTRUCTION									
Grand Traverse	US-31	from US-31/M-37 (Division Street) east to M-37 North / Garfield Avenue	Reconstruction	2.074	\$	CON			
Emmet	US-31	from Blumke Road north to Milton Road	Reconstruction	4.366	\$				
Ogemaw	M-55	From west of Fairview Street to west of M-30	Reconstruction	1.272	\$	CON			
Leelanau	M-22 (West Bay Shore Dr)	from M-72 to Cherry Bend Road	Reconstruction	1.234		\$			
Wexford	US-131	from M-115 to Mackinaw Trail	Road Rehabilitation	0.740	\$				
Benzie	US-31	from Reynolds Road to M-137	Reconstruction	4.568		\$	CON		
Grand Traverse	M-72	from US-31 north to M-72	Reconstruction	0.972		\$			
Otsego	I-75 BL (South Otsego Avenue)	from SB I-75 off ramp to Wisconsin Avenue/Grandview Boulevard	Road Rehabilitation	2.153	\$	CON			
Alcona	US-23	from the Alcona North County Line to south of Sayers Road	Road Rehabilitation	2.376	\$	CON			
Cheboygan	US-23	from Huron Street to Mill Creek Discovery Park entrance	Reconstruction	3.254	\$	CON			
Leelanau	M-22 (North Manitou Trail)	from Reynolds Street to Hill Street	Reconstruction	0.930				\$	CON
Grand Traverse	US-31	from M-137 to Sullivan Road	Reconstruction	3.250			\$		
Emmet	M-68	from the Crooked River to Miller Street	Road Rehabilitation	2.668				\$	CON
Emmet	US-31	from Graham Road to Blumke Road	Road Rehabilitation	3.273		\$	CON		

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2023-2027 FIVE-YEAR TRANSPORTATION PROGRAM

NORTH REGION									
ROAD - REHABILITATION AND RECONSTRUCTION									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027
Iosco	US-23	from the Tawas River Bridge to Tawas Beach Road	Reconstruction	3.154				\$	
Roscommon	I-75	at M-55 ramps	Road Rehabilitation	3.575	\$	CON			
Manistee	US-31	from Van Buren Street to M-55	Reconstruction	1.663			\$	CON	
Oscoda	M-72	from Fourteenth Street to M-33	Reconstruction	1.532					\$
Manistee	US-31	from Stronach Road to Mason Street	Reconstruction	2.842					\$
Emmet	US-31	from Woodland Road to Douglas Lake Road	Reconstruction	3.058					\$
Grand Traverse	M-72	from east of Mt Hope Road to Hilltop Way	Reconstruction	0.356		\$	CON		
Grand Traverse	M-72	M-72 over Acme Creek	Asphalt Reconstruction			\$	CON		
Otsego	I-75	at M-32	Reconstruction	1.429			\$		CON
Otsego	I-75 S	over M-32	Reconstruction				\$		CON
Otsego	I-75 N	over M-32	Reconstruction				\$		CON
Presque Isle	North Allis Hwy	M-211 north to North Allis Highway east to Ocqueoc Highway north to M-68	Road Capital Preventive Maintenance	3.648		\$			
				54.387					

NORTH REGION									
TRAFFIC AND SAFETY - SAFETY PROGRAMS									
Ogemaw	M-55	Rifle River Trail	Traffic Safety	0.110					\$
				0.110					



SOUTHWEST REGION									
BRIDGE REPLACEMENT AND PRESERVATION									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027
Kalamazoo	US-131	over Amtrak and Kalamazoo Avenue	Bridge Replacement		\$	CON			
Kalamazoo	US-131 S	over Amtrak and Kalamazoo Avenue	Bridge Replacement		\$	CON			
Kalamazoo	US-131 N	over Amtrak and Kalamazoo Avenue	Bridge Replacement		\$	CON			
St. Joseph	M-60 and M-66	over Nottawa Creek	Bridge CPM					\$	
St. Joseph	M-60	M-60 and M-66 over Nottawa Creek	Overlay - Epoxy					\$	
Calhoun	M-89 (Washington Avenue)	over Grand Trunk Western Railroad and Kalamazoo River	Bridge CPM					\$	
Calhoun	M-89 (Washington Avenue)	over Grand Trunk Western Railroad and Kalamazoo River	Overlay - Epoxy					\$	
Berrien	I-94	over Hennessy Road	Bridge CPM		\$				
Berrien	I-94 E	EB over Hennessy Road	Overlay - Epoxy		\$				
Berrien	I-94 W	WB over Hennessy Road	Overlay - Epoxy		\$				
Van Buren	I-196	over Rogers Creek	Bridge Replacement		\$				
Van Buren	I-196 N	I-196/US-31 over Rogers Creek	Culvert Replacement		\$				

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SOUTHWEST REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Calhoun	I-194	under M-96 (Columbia Avenue)	Bridge Rehabilitation	0.232	\$					
Calhoun	I-194 N	M-96 (Columbia Avenue) over I-194	Overlay - Deep		\$					
Berrien	US-31	under Buchanan Road	Bridge CPM			\$		CON		
Berrien	US-31 N	Buchanana Road over US-31	Overlay - Epoxy			\$		CON		
Calhoun	I-194	over Kalamazoo River	Bridge Replacement			\$	CON			
Calhoun	I-194 N	over Kalamazoo River	Bridge Replacement			\$	CON			
Kalamazoo	M-96 (King Highway)	M-96 Kalamazoo River	Bridge Rehabilitation							
Kalamazoo	M-96	over Kalamazoo River	Overlay - Deep							
Berrien	I-196	I-196 under Riverside Road and Central Avenue	Bridge Rehabilitation					\$		
Berrien	I-196 N	Riverside Road over I-196	Bridge Barrier Railing Replace					\$		
Berrien	I-196 N	Central Avenue over I-196	Bridge Barrier Railing Replace					\$		
St. Joseph	M-60	Various location in Three Rivers	Bridge Replacement					\$		
St. Joseph	M-60	M-60 and US-131 BR over Rocky River Race	Bridge Replacement					\$		
St. Joseph	M-86	over St Joseph River	Bridge Replacement					\$		
St. Joseph	M-60	over Portage River	Bridge Replacement					\$		
Van Buren	I-94	under 58th (CR 681) Street	Bridge Rehabilitation					\$		
Van Buren	I-94 E	58th Street (CR 681) over I-94	Overlay - Shallow					\$		
Berrien	I-196	under Red Arrow Highway	Bridge Rehabilitation					\$		
Berrien	I-196 N	Red Arrow Highway over I-196	Overlay - Deep					\$		
Van Buren	I-94	under 54th Street	Bridge Rehabilitation					\$		
Van Buren	I-94 E	54th Street (CR 215) over I-94	Overlay - Shallow					\$		
Kalamazoo	US-131	under Ravine Road	Bridge Rehabilitation						\$	
Kalamazoo	US-131 N	Ravine Road over US-131	Overlay - Deep							
Calhoun	I-194 NB & SB	over Golden Avenue	Bridge Rehabilitation							
Calhoun	I-194 N	over Golden Avenue	Overlay - Shallow							
Calhoun	I-194 S	SB over Golden Avenue	Overlay - Shallow							
Calhoun	M-89 (Washington Avenue S)	over Battle Creek River	Bridge Replacement					\$		
Calhoun	M-89	over Battle Creek River	Superstructure Replacement					\$		
Berrien	I-94	Four bridges on I-94	Bridge CPM				\$			
Berrien	I-94 E	Nickerson Avenue over I-94	Healer Sealer				\$			
Berrien	Friday Road	over I-94	Healer Sealer				\$			
Berrien	I-94 W	over M-139	Healer Sealer				\$			
Berrien	I-94 E	over M-139	Healer Sealer				\$			
Calhoun	I-94 BL	over MDOT Railroad Corridor	Bridge CPM					\$		
Calhoun	I-94 BL	over MDOT Railroad Corridor	Joint Repair					\$		
Calhoun	M-99	over Kalamazoo River	Bridge CPM				\$			
Calhoun	M-99	over Kalamazoo River	Healer Sealer				\$			
Kalamazoo	US-131	Nine bridges various locations on US-131	Bridge CPM				\$			
Kalamazoo	US-131 N	H Avenue over US-131	Healer Sealer				\$			
Kalamazoo	E Stadium/US-131 N Ramp	I-94 BL (Stadium) over US-131	Healer Sealer				\$			
Kalamazoo	US-131 N	Michigan Avenue over US-131	Healer Sealer				\$			
Kalamazoo	US-131 N	Centre Avenue (Q Avenue) over US-131	Healer Sealer				\$			
Kalamazoo	US-131 S	over D Avenue	Healer Sealer				\$			
Kalamazoo	US-131 N	Milham Road (O Avenue) over US-131	Healer Sealer				\$			
Kalamazoo	US-131 N	over D Avenue	Healer Sealer				\$			
Kalamazoo	M-43	over US-131	Healer Sealer				\$			
Kalamazoo	US-131 N	Parkview (M Avenue) over US-131	Healer Sealer				\$			
Van Buren	I-196	Various Locations on I-196 NB and SB	Bridge CPM				\$			

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SOUTHWEST REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Van Buren	I-196 S	over 20th Avenue (CR 380)	Healer Sealer					\$		
Van Buren	I-196 BL	M-140 over I-196	Healer Sealer					\$		
Van Buren	I-196 S	over 32nd Avenue (CR 378)	Healer Sealer					\$		
Van Buren	M-43	over I-196	Healer Sealer					\$		
Van Buren	I-196 N	over 32nd Avenue (CR 378)	Healer Sealer					\$		
Van Buren	I-196 BL	EB Phoenix over I-196	Healer Sealer					\$		
Van Buren	I-196 BL	WB Phoenix over I-196	Healer Sealer					\$		
Van Buren	I-196 BL	M-140 over Deerlick Creek	Healer Sealer					\$		
Van Buren	I-196 N	44th Avenue (CR 376) over I-196	Healer Sealer					\$		
Van Buren	I-196 N	over 20th Avenue (CR 380)	Healer Sealer					\$		
St. Joseph	M-86	Various locations on M-86 and M-60	Bridge CPM					\$	CON	
St. Joseph	M-60	over Little Portage Creek	Healer Sealer					\$	CON	
St. Joseph	M-86	over Prairie River	Healer Sealer					\$	CON	
St. Joseph	M-86	over Swan Creek	Healer Sealer					\$	CON	
Berrien	I-94	under Napier Ave	Bridge CPM					\$		
Berrien	US-31	Napier Road over I-94	Overlay - Epoxy					\$		
Kalamazoo	I-94	under Sprinkle Road	Bridge CPM					\$		
Kalamazoo	Old 94	Sprinkle Road over I-94	Healer Sealer					\$		
Kalamazoo	US-131	under B Avenue	Bridge CPM					\$		
Kalamazoo	US-131 N	B Avenue over US-131	Healer Sealer					\$		
Berrien	I-94	5 bridges over I-94	Bridge CPM					\$		
Berrien	I-94 E	County Line Road over I-94	Healer Sealer					\$		
Berrien	I-94 E	Boyer Road over I-94	Healer Sealer					\$		
Berrien	I-94 E	Park Road over I-94	Healer Sealer					\$		
Berrien	I-94 E	Roslyn Road over I-94	Healer Sealer					\$		
Berrien	I-94 E	Carmody Road over I-94	Healer Sealer					\$		
				0.232						

SOUTHWEST REGION										
NEW ROADS										
Berrien	US-31	North of Napier Avenue (Exit 24) to I-94	New Roads	1.904	CON					
Berrien	N Benton Center Road	Benton Center Road over US-31	New Road - Relocating an Existing Route		CON					
Berrien	E Britain Avenue	Britain Avenue over US-31 (Relocation)	New Road - Relocating an Existing Route		CON					
				1.904						

SOUTHWEST REGION										
NON-FREEWAY RESURFACING PROGRAM (NFRP)										
Kalamazoo	M-96	Burgess Drive to the west village limit of Augusta	Road Capital Preventive Maintenance	4.027	\$					
Calhoun	M-66	M-60 to S Drive S in Branch and Calhoun County	Road Capital Preventive Maintenance	3.220	\$	CON				
Berrien	I-94 BL (Lakeshore Drive)	Glenlord Road to South Junction of M-63	Road Capital Preventive Maintenance	4.402	\$	CON				
Calhoun	M-96	West village limit of Augusta to M-37	Road Capital Preventive Maintenance	4.445		\$				
				16.094						

SOUTHWEST REGION										
OPERATIONS										
Kalamazoo	M-343 (Gull Rd)	at Sprinkle Road in Kalamazoo County	Minor Widening	0.341				\$		
Kalamazoo	I-94 W/ US-131 N Ramp (I-94)	I-94 Westbound ramp to US-131 Northbound	Minor Widening	1.782				\$		

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2023-2027 FIVE-YEAR TRANSPORTATION PROGRAM

SOUTHWEST REGION										
OPERATIONS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Kalamazoo	M-43 (W Main St)	10th Street and Drake Road Oshtemo Township, Kalamazoo County	Minor Widening	0.996			\$	CON		
Calhoun	M-66 N	Beckley Road to I-94 in Calhoun County	Minor Widening	0.281		\$	CON			
Calhoun	M-96	Territorial Road to Dickman Road	Minor Widening	0.961			\$			
Van Buren	I-94	Various locations in Berrien, Van Buren and Calhoun counties.	Roadside Facilities - Improve	4.066				\$	CON	

SOUTHWEST REGION

REST AREAS

Calhoun	I-94	Battle Creek Rest Area	Roadside Facilities - Improve			\$	CON			
Calhoun	I-94	Battle Creek Rest Area	Roadside Facilities - Preserve				\$			

SOUTHWEST REGION

ROAD - REHABILITATION AND RECONSTRUCTION

Berrien	US-12	Galien Township line to west of Mayflower Road	Road Capital Preventive Maintenance	6.771	\$					
Berrien	I-94 W	I-196 to 0.7 miles west of M-140	Road Rehabilitation	10.080	\$	CON				
Kalamazoo	US-131	M-216 north to U Avenue	Road Rehabilitation	8.414	\$	CON				
Berrien	US-31 N	US-12 to M-139	Road Rehabilitation	12.359	\$	CON				
Berrien	M-51	Chestnut Lane to M-60BR	Reconstruction	5.013	\$	CON				
Berrien	US-12 E	US-12 EB over M-51	Reconstruction		\$	CON				
Berrien	US-12 W	US-12 WB over M-51	Reconstruction		\$	CON				
Van Buren	I-94	East of M-51 to east of M-40 in Van Buren County	Road Rehabilitation	6.848		\$		CON		
Van Buren	I-94 W	over S BR Paw Paw River	Three Course Asphalt Resurfacing			\$		CON		
Van Buren	I-94 E	over Three Mile Lake Drain	Three Course Asphalt Resurfacing			\$		CON		
Van Buren	I-94 E	M-40 over I-94	Three Course Asphalt Resurfacing			\$		CON		
Van Buren	I-94 E	over S BR Paw Paw River	Three Course Asphalt Resurfacing			\$		CON		
Van Buren	M-40	over E BR Paw Paw River	Three Course Asphalt Resurfacing			\$		CON		
St. Joseph	US-131	Rocky River to M-216	Road Rehabilitation	5.166	\$	CON				
Berrien	M-139	south of I-94 to I-94 BL	Reconstruction	4.372			\$	CON		
Cass	US-12	M-139 to Leet Road	Road Rehabilitation	6.389	\$					
Van Buren	M-40	over Brandywine Lake Drain at 24th Avenue	Reconstruction	0.132			\$			
St. Joseph	M-60	M-60, M-86, US-131 BR in the City of Three Rivers, St Joseph County	Reconstruction	6.185				\$	CON	
Branch	US-12	Michigan Avenue to west of Quincy Grange Road in Branch County	Road Rehabilitation	3.994						\$
Berrien	M-63	Hoyt Street to the Blossomland and Bicentennial Bridges	Reconstruction	1.187						\$
St. Joseph	US-131	State Line to Dickinson Road in St Joseph County	Road Rehabilitation	3.976			\$	CON		
Cass	M-62	M-140 to M-51	Road Rehabilitation	8.251			\$			
St. Joseph	M-66	M-66 and US-12 in the city of Sturgis	Road Rehabilitation	4.209		\$	CON			
Berrien	M-139	Deans Hill Road to Hinchman Road	Road Rehabilitation	3.672		\$	CON			
Cass	M-60	M-62 to Maple Street	Road Rehabilitation	5.577		\$	CON			
Berrien	US-12	Mayflower Road to M-139	Road Rehabilitation	1.883			\$	CON		
Cass	US-12	M-139 to Leet Road	Road Rehabilitation	6.389	\$					
Van Buren	I-196 BL	15th Avenue to 73rd Street	Road Rehabilitation	3.745	\$					
				108.223						

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2023-2027 FIVE-YEAR TRANSPORTATION PROGRAM

SOUTHWEST REGION										
TRAFFIC AND SAFETY - SAFETY PROGRAMS										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
St. Joseph	US-131	North city limit of Three Rivers to Shaver Road	Traffic Safety	1.348	\$	CON				
Calhoun	M-60	Intersections located in Cass, Branch and Calhoun Counties	Traffic Safety		\$					
Van Buren	I-94	Interchanges in Berrien and Van Buren Counties	Traffic Safety	3.297	\$	CON				
				4.645						



SUPERIOR REGION

BRIDGE - BIG BRIDGE PROGRAM

Houghton	US-41	US-41 and M-26, Railroad (Abandoned) over Portage Lake and EB M-26	Bridge Miscellaneous		\$					
Houghton	US-41	US-41 and M-26, Railroad (Abandoned) over Portage Lake and EB M-26	Special Needs		\$					
Houghton	US-41	US-41 and M-26, Railroad (Abandoned) over Portage Lake and EB M-26	Bridge Replacement						\$	
Houghton	US-41	US-41 and M-26, Railroad (Abandoned) over Portage Lake and EB M-26	Deck Replacement						\$	

SUPERIOR REGION

BRIDGE REPLACEMENT AND PRESERVATION

Alger	US-41	over West Branch Whitefish River	Bridge Replacement				\$	CON		
Alger	US-41	over West Branch Whitefish River	Deck Replacement				\$	CON		
Marquette	US-41	Old M-28 over Carp River	Bridge Miscellaneous					\$		
Marquette	US-41	Old M-28 over Carp River	Bridge Removal					\$		
Chippewa	I-75	under M-48 (2 Locations)	Bridge Rehabilitation				\$			
Chippewa	M-48	over I-75	Overlay - Deep				\$			
Chippewa	M-48	over I-75, US-2	Overlay - Deep				\$			
Mackinac	I-75 N	Four structures located within Mackinac County	Bridge CPM			\$	CON			
Mackinac	M-123	over I-75	Joint Replacement			\$	CON			
Mackinac	M-134	over Pine River	Joint Replacement			\$	CON			
Mackinac	I-75 S	over Carp River	Joint Replacement			\$	CON			
Mackinac	I-75 N	over Carp River	Joint Replacement			\$	CON			
Gogebic	US-2	over Powder Mill Creek	Bridge Replacement					\$	CON	
Gogebic	US-2	over Powder Mill Creek	Deck Replacement					\$	CON	
Mackinac	I-75	over Cheeseman Road	Bridge Replacement				\$	CON		
Mackinac	I-75 N	over Cheeseman Road and Railroad (Abandoned)	Bridge Replacement				\$	CON		
Mackinac	I-75 S	over Cheeseman Road and Railroad (Abandoned)	Bridge Replacement				\$	CON		

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SUPERIOR REGION										
NON-FREEWAY RESURFACING PROGRAM (NFRP)										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Ontonagon	M-26	from Greenland Road to Twin Lakes Road	Road Capital Preventive Maintenance	15.529	\$					
Chippewa	M-48	from M-129 to Stalwart	Road Capital Preventive Maintenance	7.960	\$	CON				
Luce	M-123	from County Road 500 to north of Murphy Creek	Road Capital Preventive Maintenance	7.167	\$					
Chippewa	M-123	from Paradise Road to the Luce County Line	Road Capital Preventive Maintenance	12.491		\$	CON			
Ontonagon	US-45	from the Baltimore River to M-26	Road Capital Preventive Maintenance	6.645	\$					
Marquette	M-95	from County Road LLL to County Road FLK/LLK	Road Capital Preventive Maintenance	5.184		\$	CON			
Chippewa	M-123	from Curley Lewis Memorial Highway to O'Briens Creek	Road Capital Preventive Maintenance	14.013		\$	CON			
Chippewa	M-80	from I-75 to M-129	Road Capital Preventive Maintenance	7.917		\$	CON			
				76.906						

SUPERIOR REGION										
ROAD - REHABILITATION AND RECONSTRUCTION										
Gogebic	US-2	from Eddy Street to Pierce Street	Reconstruction	1.073			\$	CON		
Dickinson	M-95 (Carpenter Avenue)	from Hamilton Avenue to Woodward Avenue	Reconstruction	0.190	\$	CON				
Iron	US-2	from the State Line N to north of County Road 424	Reconstruction	7.392			\$	CON		
Marquette	US-41	from M-94 East Junction to Kunde Road	Road Rehabilitation	6.124		\$	CON			
Ontonagon	M-28	from M-64 north to Ewen	Road Rehabilitation	14.525	\$	CON				
Gogebic	US-2	from E of Great Lakes Road E to Gogebic Station	Road Rehabilitation	17.830	\$	CON				
Marquette	M-35	from County Road 480 to US-41	Road Rehabilitation	3.343		\$	CON			
Chippewa	M-123	from Paradise south 0.46 miles	Reconstruction	0.455			\$	CON		
Ontonagon	M-26	from US-45 to M-38 W Junction	Road Rehabilitation	5.519		\$	CON			
Gogebic	US-45	from the State Line north to US-2	Road Rehabilitation	7.423		\$	CON			
Alger	US-41	from Delta/Alger County Line to the Alger/ Marquette County Line	Road Rehabilitation	11.031				\$	CON	
Alger	M-28	from Marquette County Line to Shelter Bay Road	Road Rehabilitation	8.177					\$	
Mackinac	M-134	from SB I-75 Ramps to east of NB I-75 ramps	Road Rehabilitation	0.408					\$	
Dickinson	US-8	from Fairview Drive N to US-2	Road Rehabilitation	1.322					\$	
Baraga	M-28	from Houghton/Baraga County Line to Johnson Road	Road Rehabilitation	6.178					\$	
Houghton	M-28	from the Ontonagon County Line to Kitchie Road	Road Rehabilitation	9.587				\$	CON	
Delta	M-35 (4th Ave N)	from US-2 to 13th Street	Reconstruction	0.157					\$	
Gogebic	US-2	from Old US-2 W of Watersmeet Road easterly to the Gogebic/Iron County Line	Road Rehabilitation	11.793					\$	
Delta	US-2 (N Lincoln Rd)	from North 30th Street to Danforth Road	Reconstruction	2.250				\$		
Delta	Canadian National Railway	NW Railroad over US-2	Asphalt Reconstruction					\$		
				114.777						

SUPERIOR REGION										
TRAFFIC AND SAFETY - SAFETY PROGRAMS										
Marquette	US-41	at Lakeshore Drive	Traffic Safety	0.321	\$					
Marquette	US-41	over Carp River	Intersection Improvements		\$					
Alger	M-28	at Autrain Forest Lake Road intersection	Traffic Safety	0.260						\$
				0.581						

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UNIVERSITY REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Washtenaw	US-23	14 bridges and one culvert on US-23 in Washtenaw County	Bridge Replacement					\$		
Washtenaw	US-23 N	Plymouth-Ann Arbor over US-23	Bridge Replacement					\$		
Washtenaw	US-23 S	US-23 SB, I-94 BL over Packard Road	Bridge Replacement					\$		
Washtenaw	US-23 S	over I-94	Bridge Replacement					\$		
Washtenaw	US-23 N	over Oak Park and West Heights County Drive	Bridge Replacement					\$		
Washtenaw	US-23 N	over Huron River Drive	Bridge Replacement					\$		
Washtenaw	US-23 S	over Conrail and Huron River	Bridge Replacement					\$		
Washtenaw	US-23 N	Ellsworth Road over US-23	Bridge Replacement					\$		
Washtenaw	US-23 N	over US-23 BR	Bridge Replacement					\$		
Washtenaw	US-23 N	Earhart Road over US-23	Bridge Replacement					\$		
Washtenaw	US-23 N	I-94 BL over Packard Road	Bridge Replacement					\$		
Washtenaw	US-23 N	over Conrail and Huron River	Bridge Replacement					\$		
Washtenaw	US-23 N	over I-94	Bridge Replacement					\$		
Washtenaw	US-23 S	over Huron River Drive	Bridge Replacement					\$		
Washtenaw	US-23 S	over US-23 BR	Bridge Replacement					\$		
Washtenaw	US-23 N	Geddes Road over US-23	Bridge Replacement					\$		
Ingham	I-96 BL (S Cedar Street)	over Grand Trunk Western Railroad, South Street, and Red Cedar River	Bridge CPM				\$	CON		
Ingham	I-96 BL	over Grand Trunk Western Railroad, South Street, and Red Cedar River	Overlay - Epoxy				\$	CON		
Eaton	I-69 BL	over Battle Creek River	Bridge Replacement		\$	CON				
Ingham	M-36	over Sycamore Creek	Bridge CPM		\$			CON		
Ingham	M-36	over Sycamore Creek	Overlay - Epoxy		\$			CON		
Ingham	I-96 EB	EB and WB over M-99	Bridge Replacement		\$					
Ingham	I-96 W	WB over M-99	Deck Replacement		\$					
Ingham	I-96 E	over M-99	Deck Replacement		\$					
Ingham	I-96	over Washington Avenue	Bridge Rehabilitation		\$					
Ingham	I-96 E	over Washington Avenue	Overlay - Deep		\$					
Ingham	I-96 W	over Washington Avenue	Overlay - Deep		\$					
Washtenaw	US-23 SB	4 structures on US-23 / M-14	Bridge CPM		\$			CON		
Washtenaw	US-23 S	M-14 EB over MDOT Railroad Corridor	Overlay - Epoxy		\$			CON		
Washtenaw	US-23 N	M-14 WB over MDOT Railroad Corridor	Overlay - Epoxy		\$			CON		
Washtenaw	US-23 N	Pontiac Trail over US-23 NB, M-14 WB	Overlay - Epoxy		\$			CON		
Washtenaw	US-23 S	Pontiac Trail over US-23 SB, M-14 EB	Overlay - Epoxy		\$			CON		

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UNIVERSITY REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Monroe	US-23	Plank, Milan, Oakville, and Carpenter over US-23, US-23 over Saline River	Bridge Replacement		\$	CON				
Monroe	US-23 N	over Saline River	Bridge Replacement		\$	CON				
Monroe	US-23 S	over Saline River	Bridge Replacement		\$	CON				
Monroe	US-23 N	Milan-Oakville Road over US-23	Bridge Replacement		\$	CON				
Monroe	US-23 N	Carpenter Road over US-23	Bridge Replacement		\$	CON				
Monroe	US-23 N	Plank Road over US-23	Bridge Replacement		\$	CON				
Monroe	I-75 N	Ready Road over I-75	Bridge Replacement					\$	CON	
Monroe	I-75 Connector	over NS and Grand Trunk Western Railroad	Bridge Replacement		\$	CON				
Monroe	Connector 75 N	over NS and Grand Trunk Western Railroad	Bridge Replacement		\$	CON				
Ingham	US-127	17 Bridges on US-127 in and around Lansing	Bridge Replacement				\$		CON	
Ingham	US-127 S	over M-143	Bridge Replacement				\$		CON	
Ingham	I-496 E/N US-127 Ramp	from I-496 EB over US-127 NB Ramp	Bridge Replacement				\$		CON	
Ingham	US-127 N	over Red Cedar River and Ramp V	Bridge Replacement				\$		CON	
Ingham	US-127 S	over Coleman Road	Bridge Replacement				\$		CON	
Ingham	US-127 S	over Red Cedar River and Ramp V	Bridge Replacement				\$		CON	
Ingham	US-127 N	over M-143	Bridge Replacement				\$		CON	
Ingham	US-127 N	Lake Lansing Road over US-127	Bridge Replacement				\$		CON	
Ingham	M-43 W	over US-127	Bridge Replacement				\$		CON	
Ingham	US-127 S	over Sellers Street	Bridge Replacement				\$		CON	
Ingham	US-127 N	over Vine Street	Bridge Replacement				\$		CON	
Ingham	US-127 N	over Coleman Road	Bridge Replacement				\$		CON	
Ingham	US-127 S/W I-496 Ramp	over Kalamazoo Street	Bridge Replacement				\$		CON	
Ingham	US-127 N	over Sellers Street	Bridge Replacement				\$		CON	
Ingham	US-127 N	over Kalamazoo Street	Bridge Replacement				\$		CON	
Ingham	US-127 S	over Vine Street	Bridge Replacement				\$		CON	
Ingham	M-43 E	over US-127	Bridge Replacement				\$		CON	
Ingham	US-127 S/W I-496 Ramp	SB Ramp over Ramp to I-496 WB	Bridge Replacement				\$		CON	
Washtenaw	US-23	Willow Road over US-23	Bridge Rehabilitation		\$	CON				
Washtenaw	US-23 N	Willow Road over US-23	Substructure Repair		\$	CON				
Clinton	I-69	and WB over Peacock Road	Bridge Rehabilitation		\$					
Clinton	I-69 E	over Peacock Road	Overlay - Deep		\$					
Clinton	I-69 W	over Peacock Road	Overlay - Deep		\$					
Eaton	I-96	EB and WB over Billwood Highway and the Grand River and Creyts Road over I-96	Bridge Replacement		\$		CON			
Eaton	I-96 E	over Grand River and Billwood Highway	Bridge Replacement		\$		CON			
Eaton	I-96 W	over Grand River and Billwood Highway	Bridge Replacement		\$		CON			
Eaton	I-96 W	Creyts Road over I-96 WB	Bridge Replacement		\$		CON			
Monroe	I-75 N	Four structures along I-75, Monroe County	Bridge Rehabilitation			\$		CON		
Monroe	I-75 S	over Laplaisance Creek	Widen-Maintain Lanes			\$		CON		
Monroe	I-75 N	over Laplaisance Creek	Widen-Maintain Lanes			\$		CON		
Monroe	I-75 N	over Woodchuck Creek	Widen-Maintain Lanes			\$		CON		
Monroe	I-75	NB Exit Ramp over Laplaisance Creek	Widen-Maintain Lanes			\$		CON		
Washtenaw	US-12 BR	M-17 over the Huron River	Bridge CPM		\$					
Washtenaw	US-12 BR	M-17 over the Huron River	Asphalt overlay w/waterproofing membrane		\$					
Ingham	M-43	over the Red Cedar River	Bridge Replacement				\$		CON	
Monroe	I-75	Mortar Creek Road over I-75, Monroe County	Bridge Replacement			\$	CON			
Monroe	I-75 N	Mortar Creek Road over I-75	Deck Replacement			\$	CON			
Jackson	US-127 BR	US-127 BR/M-106 over Grand River and I-94 BL/M-50 over Grand River	Bridge Replacement			\$	CON			
Jackson	I-94 BL W	I-94 BL, US-127 BR, M-50 over Grand River	Bridge Replacement			\$	CON			

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UNIVERSITY REGION										
BRIDGE REPLACEMENT AND PRESERVATION										
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027	
Jackson	I-94 BL E	US-127 BR, M-106 over Grand River	Bridge Replacement				\$	CON		
Hillsdale	M-49	over St Joseph River	Bridge Replacement					\$	CON	
Hillsdale	M-49	over St Joseph River	Superstructure Replacement					\$	CON	
Clinton	I-69 E	EB and WB over Wood Road	Bridge Rehabilitation		\$	CON				
Clinton	I-69 E	over Wood Road	Overlay - Deep		\$	CON				
Clinton	I-69 W	over Wood Road	Overlay - Deep		\$	CON				
Jackson	US-127	Six structures on US-127 in northern Jackson County	Bridge CPM			\$				CON
Jackson	US-127 S	over Territorial Road	Overlay - Epoxy			\$				CON
Jackson	US-127 N	over Territorial Road	Overlay - Epoxy			\$				CON
Jackson	US-127 N	over Grand River	Overlay - Epoxy			\$				CON
Jackson	US-127 N	over Berry Road	Overlay - Epoxy			\$				CON
Jackson	US-127 S	over Grand River	Overlay - Epoxy			\$				CON
Jackson	US-127 S	over Berry Road	Overlay - Epoxy			\$				CON
Ingham	US-127	NB and SB over Conrail and Huntoon Creek	Bridge CPM			\$				CON
Ingham	US-127 S	over Conrail and Huntoon Creek	Overlay - Epoxy			\$				CON
Ingham	US-127 N	over Conrail and Huntoon Creek	Overlay - Epoxy			\$				CON
Washtenaw	US-23	Warren Road over US-23	Bridge Replacement			\$				CON
Washtenaw	Warren Road	over US-23	Bridge Replacement			\$				CON
Washtenaw	US-23	Joy Road over US-23	Bridge Replacement			\$				CON
Washtenaw	E Joy Road	over US-23	Bridge Replacement			\$				CON

UNIVERSITY REGION										
FREEWAY RESURFACING PROGRAM										
Monroe	US-23	from State Line to Ida Center	Road Rehabilitation	10.155	\$	CON				
Clinton	I-69	from Airport Road to US-127	Road Rehabilitation	4.931	\$	CON				
Washtenaw	M-14	from I-94 to US-23 BR	Road Rehabilitation	3.658	\$	CON				
Ingham	I-96 W (I-96 W)	WB I-96 from Meridian Road to M-52	Road Capital Preventive Maintenance	8.650		\$	CON			
				32.837						

UNIVERSITY REGION										
NON-FREEWAY RESURFACING PROGRAM (NFRP)										
Washtenaw	M-153	from M-14 to Frains Lake Road	Road Capital Preventive Maintenance	1.553	\$					
Livingston	Old 155	Michigan Avenue to point of ending (High Hilcrest Drive)	Road Capital Preventive Maintenance	2.880	\$					
Lenawee	M-50 (E Chicago Boulevard)	East Approach of River Raisin Bridge to Ridge Highway	Road Capital Preventive Maintenance	3.736	\$					
Hillsdale	M-99	Adams Street to Park Street	Road Capital Preventive Maintenance	0.995	\$					
Monroe	US-24	US-24 Lakeside to 900 ft south of Southpoint, M-125 Connector US-24 to M-125	Road Capital Preventive Maintenance	5.648	\$	CON				
Jackson	Old 106 (Martin Luther King Jr Boulevard)	Louis Glick Highway (I-94 BL) to Cooper Street (M-106)	Road Capital Preventive Maintenance	0.551		\$				
Lenawee	US-223 BR (W Maumee Street)	from US-223 east to Winter Street in the City of Adrian	Road Capital Preventive Maintenance	1.749		\$				
Washtenaw	M-17	from Carpenter Road to Summit Road	Road Capital Preventive Maintenance	2.851		\$				
Washtenaw	US-12	from Carpenter Road to I-94	Road Capital Preventive Maintenance	1.801		\$	CON			
Eaton	M-100 (M-100)	from I-69 to Doane Highway	Road Capital Preventive Maintenance	3.806		\$	CON			
				25.570						

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UNIVERSITY REGION									
OPERATIONS									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027
Washtenaw	US-12 (US 12)	US-12 from west of Platt Rd to west of US-23 interchange	Traffic Safety	0.948	\$	CON			
Livingston	M-59	M-59 at Latson Road	Minor Widening	0.450			\$	CON	
Livingston	I-96	I-96 over Grand River Avenue Interchange	Reconstruction	1.519		\$		CON	
Livingston	I-96 W	I-96 WB over GRAND RIVER AVE	Reconstruction			\$		CON	
Livingston	I-96 E	I-96 EB over GRAND RIVER AVE	Reconstruction			\$		CON	
Livingston	I-96 E	I-96 over S ORE CREEK	Reconstruction			\$		CON	
Washtenaw	US-23BR N	M-14 EB at Barton Drive	Traffic Safety	0.750			\$	CON	
Livingston	Kensington/I-96 W Ramp	Kensington Rd from Larkins Rd to Grand River Ave	Minor Widening	0.890					\$
Ingham	I-96BL	I-96/Cedar St/Pennsylvania Interchange	Traffic Safety	0.592					\$
Eaton	M-43	Broadbent to I-96	Traffic Safety	1.174					\$
Livingston	Highland/I-96 E Ramp (Highland/E I 96 RAMP)	I-96 at M-59	Traffic Safety	0.802					\$
				7.125					

UNIVERSITY REGION

ROAD - REHABILITATION AND RECONSTRUCTION

Eaton	I-69	Vermontville Highway to I-96	Reconstruction	6.375					\$
Washtenaw	US-23 BR (Main Street)	I-94 BL to M-14	Reconstruction	1.239				\$	CON
Ingham	M-99	from Holt Highway to Edgewood Boulevard	Reconstruction	2.376				\$	CON
Lenawee	US-223	US-127/US-223 intersection southeast to east of Stoddard Road	Road Rehabilitation	11.189	\$	CON			
Clinton	US-127	from M-43 to Clark Road	Road Rehabilitation	6.092			\$		
Clinton	US-127	South of M-43 to approximately 875' south of Clark Road	Road Rehabilitation	6.092			\$		
Jackson	US-127	North of Henry Road to Huntoon Creek	Road Rehabilitation	5.582		\$	CON		
Monroe	I-75	Otter Creek to LaPlaisance Road	Reconstruction	3.234		\$		CON	
Lenawee	US-223	Stoddard Road to Industrial Drive in Adrian	Road Rehabilitation	7.793			\$	CON	
Lenawee	US-223	Ogden Highway to High Street in Blissfield	Road Rehabilitation	6.669		\$	CON		
Washtenaw	I-94	Parker Avenue to M-14	Road Rehabilitation	5.735		\$	CON		
Lenawee	US-127	From Junction Road (Addision) to US-223 and US-12	Road Rehabilitation	3.920	\$	CON			
Monroe	I-275	from I-75 to Wayne/Monroe County Line	Road Rehabilitation	7.283			\$		CON
Livingston	US-23	South of M-36 to one mile north of Spencer Road	Road Rehabilitation	7.428	\$		CON		
Livingston	US-23 N	over M-36	Milling and Two Course Asphalt Resurfacing		\$		CON		
Livingston	US-23 N	over Silver Lake Road	Milling and Two Course Asphalt Resurfacing		\$		CON		
Livingston	US-23 S	over Huron River	Milling and Two Course Asphalt Resurfacing		\$		CON		
Livingston	Lee Road	over US-23	Milling and Two Course Asphalt Resurfacing		\$		CON		
Livingston	US-23 N	over Huron River	Milling and Two Course Asphalt Resurfacing		\$		CON		
Livingston	E Grand River Avenue	over US-23 NB	Milling and Two Course Asphalt Resurfacing		\$		CON		
Livingston	E Grand River Avenue	over US-23 SB	Milling and Two Course Asphalt Resurfacing		\$		CON		
Livingston	US-23 S	over Silver Lake Road	Milling and Two Course Asphalt Resurfacing		\$		CON		

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UNIVERSITY REGION									
ROAD - REHABILITATION AND RECONSTRUCTION									
COUNTY	ROUTE (COMMON NAME)	LOCATION	TYPE OF WORK	LENGTH	2023	2024	2025	2026	2027
Ingham	I-496	I-496/US-127 between I-96 and I-496	Reconstruction	5.208	\$		CON		
Ingham	I-496 E	over CSX Railroad and Trowbridge Ramp	Reconstruction		\$		CON		
Ingham	I-496 W	over CSX Railroad and Trowbridge Ramp	Reconstruction		\$		CON		
Ingham	I-496 E	over Grand Trunk Western Railroad	Reconstruction		\$		CON		
Ingham	I-496 W	over Grand Trunk Western Railroad	Reconstruction		\$		CON		
Ingham	I-496	WB RAMP over CSX Railroad	Reconstruction		\$		CON		
Ingham	I-496 E	over Mount Hope Avenue	Reconstruction		\$		CON		
Ingham	I-496 W	over Mount Hope Road	Reconstruction		\$		CON		
Ingham	I-496 E	over Forest Road	Reconstruction		\$		CON		
Ingham	I-496 W	over Forest Road	Reconstruction		\$		CON		
Ingham	I-496 W	over Jolly Road	Reconstruction		\$		CON		
Ingham	I-496 E	over Jolly Road	Reconstruction		\$		CON		
Ingham	I-496 E	over Red Cedar River and Ramp V	Reconstruction		\$		CON		
Ingham	I-496 E	over US-127 Ramp SB	Reconstruction		\$		CON		
Ingham	I-496 W	over US-127 SB	Reconstruction		\$		CON		
Ingham	I-496 W	over I-496 EB Ramp TO I-96 EB	Reconstruction		\$		CON		
Ingham	I-496 W	over Red Cedar River and Ramp V	Reconstruction		\$		CON		
Ingham	I-496 E	Dunckel Road over I-496	Reconstruction		\$		CON		
Ingham	I-496 W	over US-127 SB Ramp	Reconstruction		\$		CON		
Jackson	M-99 (E Main Street)	South Street north and east to Gibbs Road	Road Rehabilitation	1.465			\$	CON	
Hillsdale	M-49 (N Main Street)	Southern village limits of Camden to bridge over St Joe River	Reconstruction	0.960			\$	CON	
Washtenaw	US-23	M-14 to I-94	Reconstruction	7.316				\$	CON
Eaton	M-78	550' south of Sharkey Street to the Battle Creek River	Reconstruction	1.220			\$	CON	
Clinton	M-21	Morton Street to Scott Road	Road Rehabilitation	1.300				\$	
Jackson	I-94 BL (E Michigan Ave)	from Dwight Street to Bender Street	Reconstruction	1.258					\$
Monroe	US-23	School Road to Ida Center Road	Reconstruction	4.209					\$
Livingston	US-23	from M-36 to Spencer Road	Roadside Facilities - Improve	7.558	\$				
				105.409					

UNIVERSITY REGION

TRAFFIC AND SAFETY - SAFETY PROGRAMS

Lenawee	US-127	at US-127/US-223 Intersection	Traffic Safety	0.532	\$	CON			
Jackson	M-50	at Clark Lake Road in Napoleon Township	Traffic Safety	0.151		\$			
Eaton	Lansing Road	at Millett Highway	Traffic Safety	0.799			\$	CON	
Hillsdale	US-127 (S Meridian Road)	US-127 at Harper/Lewis	Traffic Safety	0.307			\$		
Jackson	M-60 (Spring Arbor Road)	M-60 at Cross Road	Traffic Safety	0.150				\$	CON
				1.939					

=Projects funded with RBMP funds

EPE= Study/Environmental PE=Preliminary Engineering/Design PE-B=Preliminary Engineering/Design for Bridges

UTL=Utility work ROW=Right of way/Real Estate CON=Construction

Note: Only \$ will show for projects with planned obligation and construction in the same year. Projects obligating in later years may also not show construction if outside the five-year time frame.

Acronyms

SYTP	Five-Year Transportation Program	LBO	Local Bus Operating
AADT	Average Annual Daily Traffic	LEED	Leadership in Energy and Environmental Design
ABC	Automated Bus Consortium	MASP	Michigan Aviation System Plan
ADA	Americans with Disabilities Act	MDOT	Michigan Department of Transportation
AIP	Airport Improvement Program	MEDC	Michigan Economic Development Corp.
ALP	Airport Layout Plan	MTF	Michigan Transportation Fund
APT	Airport Parking Tax	MTPP	Michigan Transportation Program Portal
ARPA	American Rescue Plan Act	NPIAS	National Plan of Integrated Airport Systems
ASP	Air Service Program	OOR	Office of Rail
BIL	Bipartisan Infrastructure Law	OPT	Office of Passenger Transportation
BL	Business Loop	PCI	Pavement Condition Index
BWB	Blue Water Bridge	PCM	Pavement Condition Measure
CARES	Coronavirus Aid, Relief, and Economic Security Act	PE	Preliminary Engineering
CATA	Capital Area Transportation Authority	POE	Port of Entry
CON	Construction	RBMP	Rebuilding Michigan Program
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act	RSL	Remaining Service Life
CTF	Comprehensive Transportation Fund	SAF	State Aeronautics Fund
EBA	Economic Benefits Analysis	SEIS	Supplemental Environmental Impact Statement
EJ	Environmental Justice	STC	State Transportation Commission
EA	Environmental Assessment	STF	State Trunkline Fund
FAA	Federal Aviation Administration	STIP	State Transportation Improvement Program
FAST	Fixing America’s Surface Transportation Act	TAM	Transit Asset Management
FFP	Ferryboat Formula Program	TSMO	Transportation Systems Management and Operations
FHWA	Federal Highway Administration	VRU	Vulnerable Road Users
FTA	Federal Transit Administration		
FY	Fiscal Year		
GHIB	Gordie Howe International Bridge		
HTF	Highway Trust Fund		
IRI	International Roughness Index		
ITS	Intelligent Transportation Systems		
IJA	Infrastructure Investment and Jobs Act		

MDOT Region Contact Information

Bay Region Office

5859 Sherman Road
Saginaw, MI 48604
Phone: 989-754-7443
Fax: 989-754-8122
Robert Ranck, Region Engineer
Jay Reithel, Region Planner

Grand Region Office

1420 Front Ave. NW
Grand Rapids, MI 49504
Phone: 616-451-3091
Toll-free: 866-815-6368
Fax: 616-451-0707
Erick Kind, Region Engineer
Tyler Kent, Region Planner

Metro Region Office

18101 W. Nine Mile Road
Southfield, MI 48075
Phone: 248-483-5100
Fax: 248-569-3103
Kim Webb, Region Engineer
Jim Schultz, Region Planner

North Region Office

1088 M-32 East
Gaylord, MI 49735
Phone: 989-731-5090
Toll-free: 888-304-6368
Fax: 989-731-0536
Scott Thayer, Region Engineer
Heidi Phaneuf, Region Planner

Southwest Region Office

1501 Kilgore Road
Kalamazoo, MI 49001
Phone: 269-337-3900
Toll-free: 866-535-6368
Fax: 269-337-3916
Will Thompson, Region Engineer
Vacant, Region Planner

Superior Region Office

1818 Third Ave. North
Escanaba, MI 49829
Phone: 906-786-1800
Toll-free: 888-414-6368
Fax: 906-789-9775
Aaron Johnson, Region Engineer
Vince Bevins, Region Planner

University Region Office

4701 W Michigan Ave.
Jackson, MI 49201
Phone: 517-750-0401
Fax: 517-750-4397
Greg Losch, Region Engineer
Mike Davis, Region Planner

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For specific questions about this document and its contents, contact the MDOT Five-Year
Transportation Program Specialist at MDOT-Five-Year-Program@Michigan.gov.

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